The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5313 | 光緒三十二年十月初四日 | MONDAY, NOVEMBER 19, 1906. | 一千九百六年十一月十九號 香港英文 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... " 21,000,000
CAPITAL UNCALLED..... " 3,000,000
RESERVE FUND ..... " 13,700,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. | HONOLULU.
NAGASAKI. | SHANGHAI.
LYONS. | NEWCHWANG.
SAN FRANCISCO. | MUKDEN.
BOMBAY. | PORT ARTHUR.
TIENTSIN. | CHEFOO.
PEKING. | DALNY.
KOBE. | TIE-LING.
LONDON. | OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent
" 6 " 4 "
" 3 " 3 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 2nd September, 1906. [19

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £975,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " ...3½ "
" " " 3 " ...2½ "

T. P. COCHRANE
Manager.

Hongkong, 16th May, 1906. [23

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP .....GOLD $ 3,250,000
RESERVE FUND .....GOLD $ 3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 " 4 " " " "
3 " 3 " " " "

No. 9, Queen's Road Central,
Hongkong.

H. PINCKNEY,
Manager.

Hongkong, 17th October, 1906. [20

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£ 417,000).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906. [287

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements Including PORCELAIN FILLINGS.

HOTEL MANSIONS,
Pedder Street.

Hongkong, 1st June, 1906. [617

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $20,250,000
Silver Reserve .....$10,250,000 }
RESERVE LIABILITY OF PROPRIETORS.$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
G. Balloch, Esq. | A. J. Raymond, Esq.
E. Goetz, Esq. | R. Shewan, Esq.
Hon. Mr. W. J. Gresson | N. A. Siebs, Esq.
C. R. Lenzmann, Esq. | H. E. Tomkins, Esq.
D. M. Nissim, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.
ACTING MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 17th September, 1906. [21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1906. [22

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin | Calcutta | Hamburg | Hankow
Kobe | Peking | Singapore | Tientsin
Tsinanfu | Tsingtau | Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank) } Berlin.
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne } Frankfurt a/M.
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be earned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 9th October, 1906. [24

NEDERLANDSCH-INDISCHE HANDELS BANK.
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000).
Subscribed Capital Fl. 10,000,000 (Paid-up).
Reserve Fund .....Fl. 1,628,850.19 (£135,737)

Head Office:—AMSTERDAM.
Sub-Office:—THE HAGUE.
Head Agency:—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS:
London: The Williams Deacons Bank, Ltd. / Swiss Bankverein.
Paris:—Comptoir National d'Escompte de Paris.
Berlin:—Deutsche Bank.
Brussels:—Banque de Paris et des Pays Bas.
Vienna:—Union Bank.
Rome:—Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.
On Current Account at the rate of 2 % per annum on the daily balances.
On Fixed Deposits: 12 months 4 % per annum.
" " 6 " 3½ " "
" " 3 " 3 " "

J. BOETJE,
Manager.

16, Des Voeux Road Central. [1044

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong 28th May, 1895. [58

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMER	TO SAIL ON	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CEYLON ..... Capt. G. W. Babot, R.N.R.	About 21st November	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 17th November, 1906. [4

Intimations.

LANE, CRAWFORD & CO.

DANCING SEASON.

BEST LONDON MADE

DRESS SHIRTS,

$3 EACH, $16.50 HALF DOZ. $4.50 EACH, $25.00 HALF DOZ.

WHITE KID GLOVES from $1.25 per pair.

COLLARS all shapes $4 per doz.

PATENT LEATHER SHOES $5.50 per pair.

DRESS TIES SILK SOCKS BRACES &c.

LANE, CRAWFORD & CO.

Hongkong, 16th November, 1906. [40

ASK FOR

KUPPER'S PILSENER BEER

and see that you get it.

Look carefully at the label.

Beware of colourable imitations.

Telephone No. 75.

SOLE AGENTS—

CALDBECK MACGREGOR & CO.,

15, Queen's Road Central.

Hongkong, 15th November, 1906. [46

HONGKONG CANTON AND MACAO STEAMBOAT CO., IMITED.

CHEAP EXCUSIONS TO MACAO.

SATURDAY, 24th November,

THE Company's Steamship

"ONAM"

will depart from the COMPANY'S WHARF at 2 P.M.
Returning depart from Macao about 7.30 P.M.
Return Fare, 1st Class..... $4.00
" " rangoon Sunday..... 5.00
" 2nd Class, available to return on Sunday or Monday 2.00
OTHER RATES AS USUAL.

SUNDAY, 25th November.

Time of departure from Hong 9.30 A.M. from DOUGLAS WHARF.
" " from Mac P.M.
A second departure from Hong to Macao at 7 P.M.
Luncheon and Refreshments sold on board.
Popular Excursion Rates as.
Children under 12 years Half-Price. CHITS will be accepted, and servants' passages must be paid for.

W. E. CLARKE,
Acting Secretary.

Hongkong, 19th November, 1906. [1076

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Saseho, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. TANAKA, Manager, Hongkong.

45]

THE CITY OF PARIS,

MADAME FLINT, Manageress.

JUST RECEIVED AN ENTIRE NEW STOCK OF LADIES' COSTUMES & MILLINERY

EXCLUSIVE DESIGNS FROM PARIS.

CHILDREN'S COSTUMES and COATS IN NAVY, CREAM AND CARDINAL SERGE.

BEST LONDON MAKE.

EXCEPTIONALLY LOW PRICES BECAUSE OF FAVOURABLE EXCHANGE.

Hongkong, 23rd October, 1906. [1855

10 PER CENT. DISCOUNT.

IN consequence of the favourable Exchange now ruling, we beg to notify our Patrons and the Public generally, that until further notice, OUR PRICES FOR WINES AND SPIRITS WILL BE REDUCED 10 PER CENT, as from the 1st instant.

H. PRICE & Co.,
WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 16th November, 1906. [1102

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904 [55

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905. [71

TROOPS MOVING.

THE CHAPLAIN TO THE FORCES will be glad to receive any number of old or new "MAGAZINES" for the use of the Troops on the Transports. Send to Hongkong Hotel or a chit will ensure their being fetched.

Hongkong, 12th November, 1906 [1096

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights

H. HAYNES,
Manager.

Hongkong, 15th March, 1906 [25

VICTORIA HOTEL, *SHAMEEN, CANTON,* ON THE BRITISH CONCESSION.

MACAO HOTEL, *MACAO, CHINA,* IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM FARMER, Proprietor

261

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900 [31

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [28

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.

Hongkong, 4th December, 1905. [30

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," .....2,338 tons .....Captain W. A. Valentine.
„ "FATSHAN," .....2,260 „ ..... „ R. D. Thomas.
„ "KINSHAN," .....1,995 „ ..... „ J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HONAM," .....2,363 tons .....Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 P.M.
Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
Departures from Macao to Hongkong on week days at 7.30 A.M.
On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....588 tons .....Captain J. Willox.
„ "NANNING,".....569 „ ..... „ C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906. [10

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From.	Expected on or about	Will leave for	On or about
TJILIWONG,	JAPAN	Second half November.	JAVA PORTS	Second half November
TJILATJAP...	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS ...	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS ...	—JAVA	First half December	JAPAN	First half December
TJIMAHI.....	—	—	—	—

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to
THE HEAD AGENCY
OF THE
JAVA-CHINA JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st Floor,
Hongkong, 19th November 1906 [15

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
Fare for the Round Trip.....$30
These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
For further information, apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.
HONGKONG.

Hongkong, 6th October, 1906. [14

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, 81, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road
Hongkong, 17th November, 1905 [48

Dentistry.

DR. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 7 nd July, 1906. [70

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1904. [68

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 21st day of November, 1906, at Noon, the Steamship *ROON*, Captain G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 19th November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 20th November, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 20th November.
Contents of Packages are required. No Parcel Receipts will be signed for Cases, Crates and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
Linen can be washed on board.
Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class.	2nd Class.	3rd Class.
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN, and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
*TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

*In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA in lead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG
(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 4th January.
MANILA	1,790	TUESDAY, 1st February.

ON TUESDAY, the 11th day of December, 1906, at Noon, the Steamship *PRINZ SIGISMUND*, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.
The steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	1st Class		1st Class	2nd Class
TO MANILA	$50.00	$30.00	20.00...	Return	$80.00	$50.00
TO NEW GUINEA.....	£28.—	£18.10	14.00...	Return	£42.00	£27.15
TO BRISBANE.....	£30.—	£20.—	14.—...	Return	£54.—	£36.—
TO SYDNEY	£33.—	£23.—	15.— ...	Return	£59.10	£41.10
TO MELBOURNE	£34.10	£24.10	16.—...	Return	£62.5	£44.5
TO YOKOHAMA	$80.00	$60.00	40.00...	Return	$170.00	$120
TO KOBE	$95.00	$70.00	50.00...	Return	$170.00	$120.
TO YOKOHAMA & back from KOBE to HONGKONG ...	$140.00	$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0

From Australia to New York via Vancouver by C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PRINZ REGENT LEOPOLD*	WEDNESDAY, 21st Nov.
KOBE & NAGASAKI	*PRINZ SIGISMUND*	FRIDAY, 23rd Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PRINZ EITEL FRIEDRICH*	WEDNESDAY, 5th Dec.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG,
VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and to NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHE LLOYD,
For further Particulars, apply to
MELCHERS & CO.,
Hongkong, 19th November, 1906. AGENTS. [17

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39

BARGAIN

FOR 10 DAYS ONLY.

A LARGE CONSIGNMENT OF HENNESSY'S *** BRANDY AT

$21.00 PER CASE OF 1 DOZ. (CASH).

Orders will be received by—
A. CHAZALON & CO.,
6, Queen's Road.
Hongkong, 7th November, 1906. [16

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
7.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.45 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 27th August, 1906 [67

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of
JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,
Hongkong.
Hongkong, 28th April, 1906. [510

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 12th September, 1906.

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.
TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906. [180

For Sale.

FOR SALE.

THREE WOODEN LIGHTERS.

Length .....80' 0"
Breadth .....24' 0"
Depth ..... 9' 6"
Capacity.....320 tons.
Complete for delivery within 5 weeks from this date.
Plan, Specification and Particulars from
C. E. WARREN & Co.,
30, Des Vœux Road, Central,
and
HOO CHEONG WO & Co.,
51 and 52, Connaught Road, Central.
Hongkong, 5th November, 1906. [1068

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

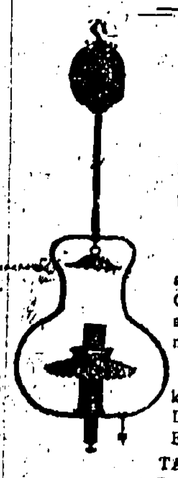
In Casks of 375 lbs. net $4.50 per Cask ex Factory.
In Bags of 250 lbs. net $2.70 per Bag ex Factory.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 2nd October, 1906. [67

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.
PRICE $10.50 per Case of 48 bottles (quarts) or 96 doz. pints
Special Prices for Quantities.
Sole Agents—
SIEMSSEN & CO.
Hongkong, 10th January, 1905 162

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SODA AND SODA MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c. &c. &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1905. [51

FOR SALE.



WELSBACH'S INDOOR and OUTDOOR 4-LIGHT GAS ARC LAMPS,
Do. BOXED LIGHTS,
Do. HARP LAMPS,
Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.,
and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.
NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.
TAI KWONG CO.,
103, Des Vœux Road Central.
Hongkong, 1st November, 1906. [59

Intimation.

Powell's

ALEXANDRA BUILDINGS.

NOW SHOWING

FUR COATS.

FUR NECKLETS.

FUR TIES.

FUR STOLES.

TWEED COATS.

TWEED COSTUMES.

GOLF CAPES.

GOLF JERSEYS.

VIYELLA SHIRTS.

DELAINE BLOUSES.

MODERATE PRICES

POWELL'S

Ladies' Outfitters,

HONGKONG.

Hongkong, 13th November, 1906. [42

To Let.

TO LET.

No. 8, D'AGUILAR STREET, suitable for SHOP AND DWELLING HOUSE, at present occupied by Messrs. K. A. J. CHOTIRMALL & Co., who will shortly remove to No. 64, QUEEN'S ROAD CENTRAL.

Apply to—

K. A. J. CHOTIRMALL & CO.

Hongkong, 12th November, 1906. [530

TO LET.

No. 2, "HILLSIDE" THE PEAK.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIPON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 16th November, 1906. [72

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [789

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD. No. 51, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD., No. 8, Queen's Road West.

Hongkong, 7th November, 1906. [1073

TO LET.

A FLAT and THREE ROOMS, near the Hongkong Bank, suitable for Offices. Moderate rental.

Apply to—

X. Y. Z.

C/o Hongkong Telegraph.

Hongkong, 17th October, 1906. [1013

TO LET.

ONE GODOWN, at EAST POINT, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 15th October, 1906. [1009

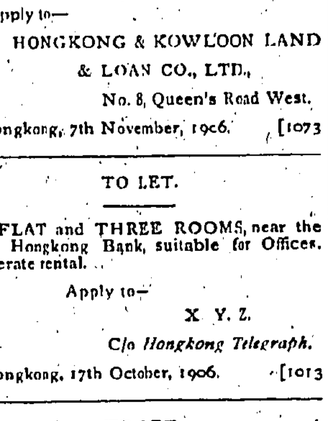
TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vœux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.

Apply to—

HO TUNG, Compradore Department, Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [949



Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 20th November, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

A QUANTITY OF MISCELLANEOUS ARTICLES, Comprising:—

Lady's and Gent.'s GOLD and SILVER WATCHES, KNIVES, FORKS, CLOCKS, FOUNTAIN PENS, BILLIARD BALLS, BOOTS, VASES, BRIAR PIPES, SILK UMBRELLAS, TELESCOPES, OPERA GLASSES, CAPS, PHOTO FRAMES, FELT HATS, POCKET KNIVES, FIELD GLASSES, OIL PAINTINGS, &c., &c., &c.;

ALSO

One REFLECTING GALVANOMETER with SCALE, LAMP, &c., complete by Clark Muirhead & Co., One WHEATSTONE BRIDGE and ASTATIC GALVANOMETER by Siemens Bros., One Pair STANDARD RESISTANCES by Elliot Bros.;

AND

One REMINGTON STANDARD TYPEWRITER.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 19th November, 1906. [1106

Intimations.

A. S. WATSON & CO., LIMITED.

REDUCTION IN PRICES.

WE beg to notify our Customers and the Public generally that LARGE REDUCTIONS have been made in our PRICES to adjust them to the rate of exchange now ruling. These reductions will come into force on the 15th November, 1906, and the Discount of 5% hitherto allowed will cease as from that date.

A. S. WATSON & Co., LTD.

Hongkong, 10th November, 1906. [1085

HARBOUR-MASTER'S DEPARTMENT.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On SATURDAY, the 17th November:—
From Saiwan, in an Easterly direction, at ranges up to 10,000 yards, commencing at 10 P.M., and finishing at 12 Noon.

On TUESDAY, the 20th November:—
From Lyemun S. Dt., towards Entrance to Junk Bay, at ranges up to 6,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

On THURSDAY, the 22nd November:—
From Devil's Peak, towards Waglan, at ranges up to 14,000 yards, commencing at 10 A.M., and finishing at 2 P.M.

On FRIDAY, the 23rd November:—
From Lyemun S. Dt., towards Entrance to Junk Bay, ranges up to 6,000 yards, commencing at 3 p.m., and finishing at 5 P.M.

On MONDAY, the 26th November:—
From Devil's Peak, towards Waglan, at ranges up to 10,000 yards, commencing at 10 A.M., and finishing at 1 P.M.

On TUESDAY, the 27th November:—
From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 3 p.m., and finishing at 5 P.M.

On WEDNESDAY, the 28th November:—
From Devil's Peak and Lyemun S. Dt., towards Waglan and Entrance to Junk Bay, at ranges up to 10,000 yards, commencing at 10 A.M., and finishing at 1 P.M.

On FRIDAY, the 30th November:—
From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M., and finishing at 1 P.M.

On the 1st and 4th December:—
From Belcher F. C., in a North-Westerly direction, at ranges up to 10,000 yards, commencing at 9 A.M., and finishing at 12 noon,

On TUESDAY, the 4th December:—
From Stonecutters, in a Westerly direction, at ranges up to 6,000 yards, commencing at 6.30 P.M., and finishing at 9 P.M.

On WEDNESDAY, the 5th December:—
From Lyemun S. Dt., towards Entrance to Junk Bay, at ranges up to 6,000 yards, commencing at 6.30 P.M., and finishing at 9 P.M.

On THURSDAY, the 6th December:—
From Lyemun S. Dt., and Devil's Peak, towards Entrance to Junk Bay and Waglan, at ranges up to 6,000 yards, commencing at 10 A.M., and finishing at 1 P.M.

On TUESDAY, the 11th December:—
From Belcher F. C., in a North-Westerly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M., and finishing at 12 noon.
From Stonecutters, in a Westerly direction, at ranges up to 6,000 yards, commencing at 6.30 P.M., and finishing at 9 P.M.

On WEDNESDAY, the 12th December:—
From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M., and finishing at 12 noon.

On THURSDAY, the 13th December:—
From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 2.30 P.M., and finishing at 5 P.M.

On FRIDAY, the 14th December:—
From Belcher F. C., in a North-Westerly direction, at ranges up to 10,000 yards, commencing at 9 A.M., and finishing at 12 noon.

If the weather is unfavourable on any of the above dates, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

CHARLES WM. BECKWITH, Lieut., R.N., Harbour Master, &c.

Hongkong, 15th November, 1906. [1108

MINING RIGHTS IN SHANSI.

The *N. C. D. News* says:—Letters from Shansi of date October 30 indicate that there has been a time of considerable excitement in the provincial capital. For some time there has been great dissatisfaction with the Government for having granted mining rights in the province of Shansi to the Peking Syndicate. An impression has gone abroad that a monopoly of mining rights in the province has been given to this company and that even natives will not be permitted to work their own coal mines, but must perforce yield their property to the foreign speculator.

In the early part of this year the students from this province now studying in Japan appointed one of their number to return to China and attempt to influence their home Government against granting the rights sought for by the Syndicate. On the eve of his departure from Japan the young man delegated to this work learned by a telegram from Peking that the Foreign Office had already conceded the rights asked for by the foreign firm. In despair of accomplishing the task assigned him the student, after the manner of Chen Tien-hwa who drowned himself as a protest against the Japanese proposed restrictions on Chinese students residing in Japan, cast himself into the sea.

News of this event having been received in Taiyuanfu the students in the city, to the number of 2,000, gathered in mass meetings and for three days discussed ways and means of carrying to a successful issue the protest to emphasize which one of their number had just given his life.

A great funeral ceremony was held in memory of the aforesaid student, and his action was so lauded as a glorious example, that it seemed at one time as if the whole 2,000 might at one fell stroke commit suicide

The first proposal made at the mass meeting was that they should declare their opposition to the Government even to the extent of rebellion and civil war. This was, however, shelved as being impracticable.

The second proposal was that all should abandon their studies and return to their homes in the various prefectures throughout the province, and there organize public meetings to arouse popular antagonism against the Government for weakly granting a concession to the Syndicate: also to collect subscriptions and buy the company.

The Governor visited the various colleges and urged the students to return to their studies. The principal of the Government University expostulated with the students of that institution and pointed out that as they had no exact knowledge as to what were the terms of the concession granted to the foreign Syndicate by the Government, they ought not to act hastily and risk bringing calamity on themselves and their provinces. In the end wiser counsels prevailed.

Work in the different colleges is now going on as usual, but there is a good deal of suppressed excitement in the atmosphere.

The influence of many of the students, who have been to Japan on their compatriots, is so pernicious that the Governor has now decided to send a large number of the students to Western countries instead of to Japan.

"SMUGGLERS IN SIAM."

Excise Officer's Unpleasant Experiences.

For 36 years Mr. R. J. Gibbons of Siam held the position of Chief Inspector in the Bangkok Spirit Farm, and during that time he had many strange adventures and experiences. "Often I had to wade through water waist-deep when in pursuit of Spirit smugglers," said he in the course of conversation recently, "and it was through getting soaking wet in this way that I fell victim to a severe attack of rheumatism some nine years ago. The fact that I no longer suffer now is solely due to Dr. Williams' pink pills for pale people.

These pills are marvellous and I strongly recommend all sufferers from rheumatism to try them."

Pressed to give further details Mr. Gibbons proceeded as follows:—"The rheumatic pains first appeared in my right elbow. Then they travelled up to the shoulder and down to the leg. My left knee and ankle were attacked, the pains also appeared in my back. In course of time I became quite helpless in every way, and so painful were my joints that I could not bear being placed on anything soft such as a bed; I had to lie on a mat on the hard floors. At one time I was laid up in this way for a month, suffering excruciating pain.

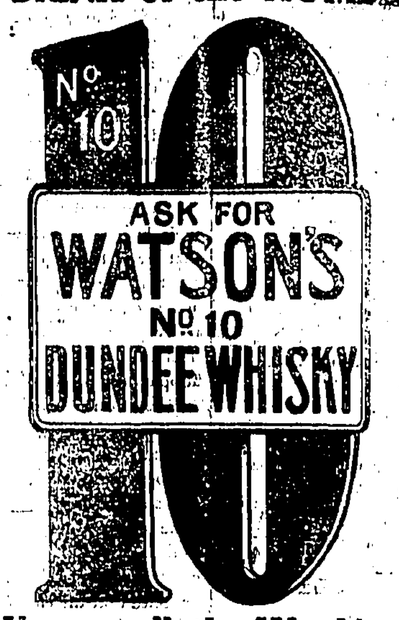
Of course doctors were consulted about my case; I also took many kinds of patent medicines, but all these did but little good. Sometimes I was better and sometimes worse, and this state of things continued for about four years. Then one day I read in the newspaper a case similar to mine having been cured by Dr. Williams' pink pills. I decided to give those pills a trial and bought some at once here in Bangkok. Before I had finished the first bottle I felt much better. Headaches from which I was a frequent sufferer ceased. By the time I had finished the second bottle I could move my arm and legs and could sit up in bed. To make my story short, I went on taking Dr. Williams' pink pills until I found myself completely cured, and now I am as strong and hearty as I could wish. I have no objection to what I have said on this subject being made public."

Many people think that rheumatism is caused by cold and wet. The real cause is a poisonous acid in the blood; cold and damp only aggravating the complaint. It is by driving this poison out of the blood that Dr. Williams' pink pills for pale people cure, and in the same way, by purifying, and at the same time enriching the blood, they have cured thousands of cases of liver disorder, indigestion, headaches, anæmia or weak watery blood, nervousness, debility, early decay, paralysis, beri-beri, malaria, skin complaints such as eczema, scrofula, and eruptions, and the after effects of fevers, dysentery and chills. To ladies they have a special value at the trying times. Sold by most chemists and storekeepers they are also obtainable direct from the Dr. Williams' medicine co., Singapore, six bottles for eight dollars or one bottle for a dollar and a half, post free. It may be added that Mr. Gibbons is a very well-known and respected man in Siam. He gave up his position as Chief Inspector some time ago and is now in business for himself in Bangkok. [4

Intimation.

THE DRINK of the HOMELAND

Age and Quality Guaranteed.



Supreme among Scotch Whiskies

JAMES WATSON & Co. Ltd., DUNDEE.

Supplied by WATKINS Ltd. Apothecaries Hall, HONG KONG.

And Known all the World round.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DEVANHA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *Moldavia*.
From Italy.
From Australia.
From Calcutta.
From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 16th November, 1906. [4

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "PESHAWUR," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 19th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 13th November, 1906. [4

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "WILLEHAD" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 19th instant, at 9.30 A.M.

All Claims must reach us before the 23rd instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & Co., Agents.

Hongkong, 14th November, 1906. [2

Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUTSANG" having arrived from above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 5 P.M., the 17th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 16th November, 1906. [6

Intimations.

FRENCH TERRITORY OF KWONG CHOW WAN.

TENDERS for the FARM during 6 or 8 years of RAW AND PREPARED OPIUM imported or prepared on the spot will be received at MATCHE (Kwong Chow Wan) up to December 8th, 1906. All details and conditions will be given by the French Consulate, Hongkong, any day between 10 A.M. and 1.

By Order, GASTON LIEBERT, Consul for France.

Hongkong, 16th November, 1906. [1109

THE WINE GROWERS SUPPLY CO.

W G S C

BARRETTO & Co., General Agents, Hongkong.

CLARETS.

St. George	$4.00	Per Dozen	Quarts.
Cru-Wynbron	4.50	"	"
Cotes	5.00	"	"
Montferrand	5.50	"	"
Medoc	6.00	"	"
St. Emilion	6.00	"	"
St. Estephe	6.50	"	"
St. Julien	7.50	"	"
St. Estephe Superior	9.00	"	"
Chateau Margaux	9.00	"	"
Chateau Leoville	9.00	"	"
Chateau Lafite	10.00	"	"
Chateau Larose	10.50	"	"

BARRETTO & Co., *Agents*, Nos. 22 & 24, Bank Buildings, Queen's Road Central.

Hongkong, 14th November, 1906. [50

Intimation.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

CONFECTIONERY.

WE have just unpacked our New Season's Confectionery imported from the leading London and Parisian Houses including:—

CHOCOLATINES, CHOCOLATES.

CARAMELS, PRALINES, FONDANTS.

FRUIT JELLIES, NOUGAT, TURKISH DELIGHT.

PASCALL'S TOFFEE and MIXED SWEETS.

CADBURY'S SUGARED ALMONDS, BURNT ALMONDS.

WALNUTS, MILK CHOCOLATE, NUTTONA, &c.

Packed in the daintiest boxes or in the simplest to suit the taste.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 26th October, 1906. [34

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—$30 per annum.
WEEKLY—$18 per annum.
The rates per quarter and per mensem, proportional.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional $1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On November 12, at Shanghai, the wife of A. GOLDMAN, of a son.

On November 13, at Shanghai, the wife of W. F. BICHARD, of a son.

On November 13, at Shanghai, the wife of A. LEVY of a son (still-born).

MARRIAGE.

On November 10, at Shanghai, FREDERICK WILLIAM STEWART to MARGARET SLACK, daughter of the late Thomas Slack, Langholm, Scotland.

DEATH.

On November 14, at Shanghai, VIRGINIA, the beloved wife of A. R. Madeira.

The Hongkong Telegraph

HONGKONG, MONDAY, NOVEMBER 19, 1906.

RE-OPENING OF THE YARN MARKET.

After three months' stagnation, in accordance with resolutions adopted in August and September last, the Hongkong yarn market was re-opened yesterday, although operations only actually began this forenoon. Affairs with yarn dealers had assumed so serious an aspect on account of the heavy purchases made during the preceding six months, the rise in exchange, the lack of any continuous demand, the partial failure of the crops in South China with the consequent poverty of the people and the large quantity of uncleared stock in the godowns that in the early part of August it was recognised that drastic steps must be taken to rehabilitate the market and recover lost ground, if the dealers in many cases were to be saved from absolute bankruptcy. Accordingly, on the 16th of August, a meeting of Chinese and foreign merchants was convened to discuss the situation and arrive at a *modus vivendi* whereby both dealers and importers should benefit, and the difficulties cleared away. That meeting was of the most harmonious character, and it was mutually decided to suspend operations in the yarn market for the period of one month. The foreign merchants agreed not to sell a single bale for one month—up to the 17th of September—either in Hongkong or any other market, and the Chinese on their part agreed to co-operate in such suspension of business, and the earnest hope was expressed that the arrangement thus arrived at would be faithfully carried out by all concerned. The Chinese, however, were granted a special privilege. They had accumulated stocks on hand which must be sold to their country buyers, and although all business was suspended, they were granted a concession to manipulate as freely as they could their holding, at that time. Long before that period had expired dealers and importers alike realised that the suspension of actual operations on the market had not relieved the congestion in trade, and it was decided that the agreement previously adopted and loyally adhered to by the yarn traders should endure for another two months, terminating on the 17th November. In other words, the market in Hongkong has been at a standstill for three months, and only the most trifling business has been done by those dealers who were exempted from the provisions of the agreement as regarded country sales. It had naturally been expected that the effect of this closure would be to enhance the position of the dealers, bolster up the market, give fresh impetus to the demand trade, and re-create activity in local operations. Of course, the merchants were hoping by artificial methods to safeguard their own vital interests, but the elements interfered with the arrangement, for on the very day which marked the extension of the inoperative period, the first and greatest typhoon of the year struck Hongkong and worked irretrievable havoc with vast quantities of the uncleared stock which had been stored in the godowns at Kowloon. Importers had, perforce, to get rid of their damaged stock at heavy sacrifices to those Chinese dealers who were holders of stocks obtained by previous purchases. No sales could be effected to others under the agreements which had already been adopted. Messrs. Petit and Company remarked, in their first October report, that the sacrifice in price represented not only the allowances determined by the surveyors for partial damage, but Chinese buyers, taking advantage of the unique situation and with the knowledge that a considerable number of bales had to be forced on the market on previous purchases, were holding aloof and were only settling allowances at figures absolutely in their own interest. Thus clearances were effected at as much as, in some cases, double the surveyors' allowances. Chinese dealers in this way secured bargains which, on the other hand, suited importers also who preferred to realize at known losses than incur unknown risks, as it was feared that by lapse of time the damaged yarn might be further deteriorated and their saleable value correspondingly reduced. The acuteness of the situation was aggravated by the apathy of country buyers, who having large stocks in hand declined to purchase at the prevailing high rate. Several of the yarn dealers, finding bankruptcy staring them in the face unless they could succeed in staving off the calls of their creditors, appealed to the clemency of the importers and submitted certain propositions extending the term when payments should be made, and praying that certain concessions should also be allowed by the foreign firms and importers. That petition was left unanswered, and on the 23rd ult. a second appeal was forwarded by native dealers, under which they pledged themselves to purchase a minimum of 200,000 bales per annum for the next three years, provided the merchants agreed not to sell their yarn at the coast ports and granted certain emissions on the purchases already completed. The importers turned a deaf ear to that petition also, and nothing has been done to alleviate the unfortunate plight of the dealers. In these circumstances, it is of prime importance to see how the market, after its compulsory vacation of three months, stands to-day. It was not to be expected that the reaction would be immediately made evident by the demand for yarn, but there was an unexpressed hope that an improved condition would prevail. As a matter of fact, from the importers' point of view, the position is still as unpromising as it was in August. Most of the superior qualities show a fall in price of from $5 to $10, due mainly to the currency exchange, yet the market is inactive, and there is no sign when the demand movement is likely to begin. When the yarn market closed in August the exchange rate on India stood at Rs. 160, while to-day it has advanced to 172. At present there are 108,000 bales remaining unsold as compared with 78,000 in stock three months ago. The quantity uncleared is about 30,000 bales as against 60,000 in August. While the harvesting operations are in full swing on the mainland and in the interior, it is scarcely probable that any business will be done to develop the market, but what concerns importers most closely is the prices at which the market will start, so that they may obtain an inkling of how matters are likely to stand in the early part of next year. There is not the slightest doubt that when the market does show signs of activity the yarn merchants will be eager sellers, with the result that prices are bound to fall, but the question remains whether even at the reduced quotations purchasers will be found for the product in stock. There is no demand from the interior and it is feared that after the northern ports are closed for the winter, Hongkong will be congested with surplus and uncleared stock. The situation, in fact, is shrouded in gloom and the prospects are *nil*. Considering the importance of the yarn trade to Hongkong and the many interests involved in its operations, the *impasse* in which the Chinese dealers find themselves, and the unwillingness of merchants to extend credit or grant further concessions, the outlook is far from reassuring and may without exaggeration be described as miserable. It may be that some unforeseen influence may resurrect the dormant trade transactions, but none engaged in the business is inclined to be optimistic. Much will depend on the attitude of buyers during the next few weeks, and if the faintest ray of sunshine appears it will be welcomed with the ardour of renewed hope and expectation.

LOCAL AND GENERAL.

TO-DAY, 19th instant, concludes the festival of Ramadhan, and the day is observed as a public holiday by the Mohammedan community of Hongkong.

IT was reported on the 14th inst. that the C.M.S. *Kiangchang* was badly ashore two miles inside of the Kiutoan lightship on the South Bank, and flying signals for assistance.

THE steamers *Koonshing*, *Kwaiyang* and *Yokhow* were docked at Shanghai on the 11th inst., and on the same day the steamer *Indrawadi* was undocked at the International Dock.

THE Chinese Engineering and Mining Co.'s total output of the Company's three mines for the week ending 3rd November, 1906, amounted to 23,575.74 tons and the sales during the period to 23,821.70 tons.

THE following bulletin was issued yesterday: "His Excellency the Governor is gradually recovering from the effects of his recent accident. It is at present still necessary that he should be kept free from official work."

THE *Bunyo-maru*, a steamer built at the Kawasaki Yard, Kobe, to the order of the Hunan Steamship Company, has been completed. The usual flags were hoisted on 7th inst., to mark the occasion, and the new ship was to leave Kobe for Shanghai on the 10th inst.

THE Board of Revenue at Peking has sanctioned the appointment Mr. Wu Tai Sung to be superintendent of the Mint at Kwangtung, at the same time the Board has requested H.E. Viceroy Chow Fu to appoint the other officials of the Mint according to his own selections.

TWO coolies were before Mr. F. A. Hazeland, this morning, on a charge of behaving in a riotous and disorderly manner in a house of ill-fame at Yaumati on Sunday. "Were you noisy in this house?" asked the Court. We had a little too much to drink," replied the first defendant, "and I am sure we were making a row." Fined $5 each.

A CHINESE woman was arrested during the small hours of this morning and removed to the Central Police Station on a charge of dumping night soil into the harbour. She came before Mr. F. A. Hazeland, at the Police Court, later in the day. The detective, who prosecuted in the case, said that this was a common practice among night soil coolies. His Worship fined defendant $5.

INSPECTOR Collett, of No. 7 Police Station, charged Ahmed Khan, an Indian watchman, employed at Kennedy Town, before Mr. F. A. Hazeland, at the Police Court, to-day, with trespassing in the Kennedy Town Police Station, yesterday. Defendant said he went there to visit a friend. The complainant stated that when he went to inspect the station he found defendant fast asleep in one of the Indian constables' beds. There were no other Indians in the Station at the time. His Worship imposed a penalty of $7.

CHARLES Wilson, a paid off seaman from the sailing ship *Arrow*, who wrought destruction in a Chinese restaurant at No. 257, Queen's Road Central, on Friday night, particulars of which were recorded in Saturday evening's issue, was brought up on remand before Mr. F. A. Hazeland, to-day, at the Police Court. The defendant was charged with disorderly behaviour and damaging property to the extent of $25. His Worship made an order that defendant pay the complainant $25 for the damage done. "But I did no damage," protested Wilson. "Take him away," said the Court.

AT the Supreme Court this afternoon his Honour the Chief Justice presiding in Original Jurisdiction, the Hon. Mr. H. E. Pollock, K.C., moved for a declaration that the statement made in the Japan Courts, in the case of Wilkinson and Grist *versus* J. Clifford Wilkinson, in which defendant stated that plaintiffs had acted in certain actions in the Court of Hongkong without his instructions, were false. After hearing certain affidavits and correspondence read, his Honour said the matter was perfectly simple and it was quite clear that the plaintiff firm did not act without instructions, and that therefore the defendant's statement to that effect was untrue. Owing to pressure on our space this evening we are compelled to hold over the full text of the decision until to-morrow.

RETURNS of visitors to the City Hall Library and Museum for the week ending the 18th November, 1906:—Library, Non-Chinese, 275; Chinese, 133; Total, 408. Museum, Non-Chinese, 147; Chinese, 2,447; Total, 2,594.

THE practice hockey match arranged for to-morrow will not take place, but there will be two practice "pick-up" games on Thursday and Friday next, at which it is hoped a good number will be present. Bully-off—5 p.m. sharp each day.

THE November Criminal Sessions which were held at the Supreme Court this morning, His Honour the Chief Justice presiding, were almost the briefest of the year, there being only one case on the calendar, that of a Chinaman charged with disobeying an order of banishment. The Hon. Mr. H. H. J. Gompertz, Attorney General, instructed by the Crown Solicitor, prosecuted. After hearing the evidence the jury returned a verdict of guilty, by a majority of five to two, and the prisoner was sentenced to twelve months' hard labour.

MR. F. A. Hazeland, at the Police Court to-day, ordered Inspector Warnock to detain In Knin, an unemployed washerman, in police custody until Thursday next for examination into a charge preferred against him by a Chinese woman, who alleged robbery. The woman, Mak Man, who resides at No. 18, Chung Wo Lane, said that on Saturday morning, while walking along Bonham Strand, a coolie ran up behind her and grabbed a gold ear-pick which she carried in her hair. She started to pursue the thief, but the defendant and another blocked her way, in order to allow the thief to get away. She then gave accused in charge. The ear-pick she valued at $30.50.

CHAN Li and Fung Tim, coolies, employed in the Brick Factory, were arraigned before Mr. F. A. Hazeland, this morning, at the Police Court by Inspector Dymond, on a charge of breaking down and injuring trees on the hill side at Aberdeen, yesterday. A fine of $5 was imposed. There was also a second charge against Chan Li—that of offering a bribe of $1 20 to Indian constable 82, with a view to obtaining his release. Defendant side that he did not want to be released when he gave the policeman the money. It was given him to 'drink.' For this offence he was fined $15, with the option of one month's gaol. The bribe money was ordered to be placed in the poor box.

THE appointment of General Broadwood to command the troops at Hongkong is one, writes a London correspondent, about which soldiers here are mildly curious. It is a very good thing for Hongkong, but it does not seem quite the kind of station to which General Broadwood's peculiar excellence might be expected to send him. For he is a cavalry man, and all his reputation has been made in cavalry work. He commanded the cavalry in Egypt, he led a picked brigade of cavalry in South Africa, and it strikes those who have served under him that his special qualities will not have much scope in Hongkong. One of them said to me to-day, "Why, I don't believe there's a horse in the place." There are not many, from that point of view, the only mounted troops being a small body of 30 men recently formed for scouting and orderly duty in time of war. Of course, the appointment gives General Broadwood the position of major general, and at present he has only the position of brigadier-general, so it may well have been a desire for his promotion that prompted the offer to him. There is also the consideration that such appointments in the East are increasing in importance, and every opportunity may well be taken to send good men.

THE first-class armoured cruiser *Lancaster*, Captain Herbert L. Heath, presently attached to the Third Cruiser Squadron in the Mediterranean, has been ordered to proceed this month to the China Station for duty with Vice-Admiral Sir A. W. Moore's squadron. The *Lancaster* is a sister cruiser of the *Kent* already on the station. Her chief dimensions are:—Length, 440 ft.; beam, 66 ft.; mean draught, 24½ ft.; displacement, 9,800 tons. She is fitted with 22,000 h.p. engines, supplied by 31 Belleville boilers, with economisers, and she is one of the swiftest of her type, as she has done over 24 knots per hour, or ½ knots better than the *Kent*. The *Lancaster* is partially protected on the waterline by a 4 in. Krupp steel belt, from the after turret to the bow, and rising to the main-deck above, and reaching about 5 ft. below the waterline. The turrets and barbettes, and the casemates on the sides are protected by 5 in. and 4 in. armour respectively; and the bulkheads by 5 in. armour; while the protective steel deck, under which are the engines, boilers, magazines, &c., runs from 2 to ½ in., and the main-deck has a thickness of 1½ in., and the conning tower, from which the cruiser is controlled in action, has a thickness of 10 in. of armour protecting it. With regard to armament, the *Lancaster* carries four 6-in. quick-firing guns, twin mounted, in the turrets; ten similar guns in the armoured casemates of the broadsides, ten 12-pounders, three 3-pounders, eight machine guns, and two 18-inch torpedo tubes, and her full complement is 33 officers, and petty officers, and 667 men. The *Lancaster* was built in 1901-2, and the present is her second commission with the Third Cruiser Squadron.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 19th at 11.55 a.—The barometer has fallen a little in N. China, and risen moderately to slightly elsewhere.

An anti-cyclone is central over the continent to the North of the Yangtze, and pressure is relatively low to the N.E. of Japan in the North, and over the S. Philippines in the South.

Gradients are moderate to rather steep and strong monsoon may be expected along the China Coast and over the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, fresh; fine.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

THE DAIRY FARM CO., LD.

MEETING OF SHAREHOLDERS.

The tenth ordinary yearly meeting of shareholders of the Dairy Farm Company, Limited, was held at their town depôt, No. 2, Lower Albert Road, at eleven o'clock to-day. There were present:—Hon. Mr. E. Osborne (in the chair), Dr. J. W. Noble and Mr. E. H. Hinds, directors; Mr. A. Stevenson, acting manager; Mr. S. A. Seth, secretary; Captain A. Tillett, and Messrs. F. Maitland, J. A. Seth, T. M. Gregory, and Chan Tong.

The notice convening the meeting having been read by the secretary,

The Chairman said:—Gentlemen,—The report and accounts having been in your hands for some days I will, with your permission, take them as read. Your directors are again in the pleasant position of being able to lay before you a satisfactory report, but it must not be overlooked that the absence of serious disease amongst our cattle during the past four years accounts largely for the profits that have been made and to the company's sound position to-day. Our policy of importing only first class animals has proved eminently satisfactory; the picked herd we now have, giving more and a better quality of milk at no extra cost than would be the case with cheaper stock. During the past year their milk yield has exceeded all previous records and I am pleased to say shows signs of still further improvement. Our subsidiary businesses have also assisted to swell the year's profits to a considerable extent and the prospects for the coming year in these departments, especially the frozen food, are more encouraging than they were a year ago. We recommend the payment of a slightly larger dividend than last year, also the transfer of $25,000 to cattle reserve, as we consider the steady augmentation of this fund to be essential to the permanent success of a business such as ours and we have no doubt this policy will be endorsed by shareholders. There are no further remarks that I can usefully add, but before proposing the adoption of the report and accounts I shall be pleased to answer any questions that any shareholder may wish to ask.

No questions being asked,

The Chairman proposed the adoption of the reports and accounts.

Captain Tillett seconded.

Carried.

Mr. Gregory proposed:—That Hon. Mr. Edward Osborne and Dr. J. W. Noble be re-elected directors for the coming year.

Mr. J. A. Seth seconded,

Carried.

Mr. Stevenson proposed: That Mr. W. Hutton Potts be re-elected auditor for the company for the ensuing year.

Captain Tillett seconded.

Carried.

The Chairman: Thank you for your attendance, gentlemen. Dividend warrants will be ready to-morrow.

NEW LAW PUBLICATION.

SOON TO SEE THE LIGHT.

A want which for a very long time has been felt by limited liability companies and other mercantile agents, is about to be filled by a publication to be almost immediately produced by Messrs. Kelly and Walsh of this city. This is a small volume, containing in very handy form the "Companies Ordinances of Hongkong," compiled by Mr. J. W. Lee-Jones, barrister-at-law and Deputy Registrar, Supreme Court. This is undoubtedly a veritable *vade mecum* for secretaries of public companies and is a work which should be on the table of every director of a public company as well as of heads of mercantile offices, while it will also prove of great use to the legal fraternity generally. When in 1902 a revised edition of the statute laws of the Colony was compiled by Sir John Carrington, Kt., C.M.G., a former Chief Justice of Hongkong, no Ordinance received more careful attention and revision at the hands of the learned compiler than the Companies Ordinances from 1865 to 1899, which he consolidated into one comprehensive Ordinance thus adding considerably to the facilities for reference on any point of the companies law as existing in this Colony to-day. In his work of compilation Sir John Carrington had no less than nine Ordinances to reduce into one, while still retaining all the unrepealad, or unamended sections of those Ordinances. A most important feature of this work is the arrangement of the index which renders the speedy reference to any matter relating to public companies' powers and liabilities, and the section in which it is dealt with, as easy as looking up a word in the dictionary, and the whole is also alphabetically arranged, from the accounts to be kept, to the methods of winding up the companies, when found advisable. The whole work is well got up, letter-press clear and good, and it reflects the greatest credit upon the author and publishers alike, and it should certainly prove a real boon to all interested in limited liability companies.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the highest scores in the fourth competition for the *China Mail* cup, held at the King's Park range on Saturday:—

	No. of hits.
A. J. Watt	7
J. H. Pidgeon	6
P. P. J. Wodehouse	4
C. E. H. Beavis	3
L. G. Bird	3
T. P. Cochrane	3
G. H. Wakeman	3
Capt. B. Branch	2
Capt. A. W. Dixon	2
J. Hastings	2
W. L. Pattenden	2
H. T. Richardson	2
W. L. Carter	1
W. G. Humphreys	1
J. Hutchings	1
Dr. Evan Jones	1
A. Ritchie	1
E. W. Terrey	1

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE

NEWCHWANG'S RENDITION.

NEGOTIATIONS PROCEEDING SMOOTHLY.

MUNICIPAL AUTONOMY FOR THE JAPANESE.

[*From Our Own Correspondent.*]

Shanghai, 19th November, 2.30 p.m.

The negotiations for the rendition of Newchwang are proceeding smoothly.

The Japanese will be granted municipal autonomy which will become operative from the 1st of December.

HUNGHUTZE DISTURBANCES.

TROOPS DESPATCHED TO RESTORE ORDER.

[*From Our Own Correspondent.*]

Shanghai, 19th November, 2.30 p.m.

In consequence of rumours that Hunghutze disturbances have occurred at Heilungching, troops and gendarmes have been despatched to restore order in the neighbourhood.

[*N. C. D. News.*]

The British Troops at Tientsin.

Tientsin, 13th November.

The Middlesex Regiment arrived on Sunday night and camped on the Bund. The West Kents embarked to-day and had a hearty send off. The conduct of the troops throughout their stay has been excellent.

The South Manchuria Railway.

APPOINTMENT OF A GOVERNOR.

Tokio, 13th November.

Baron Goto has been appointed Governor of the South Manchuria Railway, which is the largest company ever floated in Japan; it has Yen 200,000,000 capital.

A NERVOUS VICEROY.

TENDERS HIS RESIGNATION.

(*From a Correspondent.*)

Canton, 17th November.

It is stated here that H. E. Tung Chan Tok, predecessor of H. E. Viceroy Shum at Yannan, and now Viceroy designate of Fukien and Cheking provinces, has tendered his resignation to the Throne, of his new appointment, on the ground that there are so many foreigners in those provinces, and much intercourse, through business relations, is necessary with them, and H. E. therefore fears, as he is now a very old man, that he will be unable to rule and administer the affairs of those provinces satisfactorily and peacefully. He therefore prays that he be allowed to retire from the public service. It is rumoured that after this appointment was made, the Throne learned that it was unacceptable to the people of the two provinces of the viceroyalty to which he was nominated, he being a *persona non grata* with them, and therefore the Throne asked H. E. Tang for his resignation.

THE ROYAL HONGKONG GOLF CLUB.

On the 18th November a match was played between the United Services and the Club which to the general surprise resulted in a draw, as the Club on paper were by far the stronger team. The results of the various matches were as follows:—

SINGLES.

Mr. T. S. Forrest	0	v. Major S. H. Pedley, R.W.K.	1
Mr. C. E. H. Beavis	0	v. Lt.-Col. A. E. Aitken, 11th.	1
Mr. J. Clark	0	v. Lt. C. B. Down, R.G.A.	1
Mr. E. J. Grist	0	v. Lt. Boucher, R.N.	1
Mr. A. Glitins	1	v. Lt. Buckley, R.N.	0
Dr. G. M. Harston	½	v. Lt. Bell, R.N.	½
Mr. C. Biron	1	v. Lt.-Col. H. G. Fitton, R.W.K.	0
Mr. E. V. D. Parr	1	v. Capt. Thursby, R.N.	0
	3½		4½

FOURSOMES.

Forrest and Beavis	1	v. Pedley and Aitken	0
Clark and Grist	0	v. Down and Boucher	1
Glitins and Harston	1	v. Buckley and Bell	0
Birch and Parr	½	v. Fitton and Thursby	½
	2½		2½

SHIPPING AND MAILS.

MAILS DUE.

American (*Doric*) 20th inst.
German (*Prinz Regent Luitpold*) 21st inst.
Indian (*Laisang*) 26th inst.

The P. & O. S. N. Co.'s s.s. *Namur* left Singapore for this port on 18th inst., at 8 a.m.

The H. A. L. s.s. *Nubia* left Singapore on 17th inst., and may be expected here on 23rd inst.

The Imperial German Mail s.s. *Prinz Sigismund* left Manila on 18th inst., at 10 a.m., and may be expected here on 20th inst., at 9 p.m.

The Great Northern s.s. *Minnesota*, from Seattle, &c. left Shanghai for this port on 17th inst., at 9 a.m., and is expected here on 19th inst., p.m.

The O. & O. S. S. Co.'s s.s. *Doric* arrived at Manila on 16th inst., at 5 p.m., and is expected to sail on 18th inst., afternoon, and will be at this port on 20th inst.

The Imperial German Mail s.s. *Prinz Regent Luitpold* carrying the German Mails with dates from Berlin of the 23rd ult., left Singapore on 16th inst., at 5 p.m., and may be expected here on 21st inst., a.m.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI TAOTAI'S ACTION.

THE PROPOSED NATIVE MUNICIPALITY.

[*From Our Own Correspondent.*]

Shanghai, 19th November, 2.30 p.m.

It is reported that the Taotai has suspended the issuing of title deeds to lands on the outskirts of Sinza, in consequence of the desire of many Chinese that a native municipality should be established in the district.

[*Reuter's.*]

Chinese in the Transvaal.

LONDON, 16th November.

Mr. Lehmann, in the House of Commons, and the Archbishop of Canterbury, in the House of Lords, have elicited statements from Mr. Churchill, Sir Henry Campbell-Bannerman, and Lord Elgin, admitting the prevalence of unnatural practices, sufficient to seal the fate of Chinese labour on the Rand.

The Government declares that they will repatriate coolies convicted of offences, but it will be left to the South African parliament to utterly eradicate the obnoxious and artificial system of labour.

Mr. Lehmann moved an adjournment and urged a more rapid and a more systematic repatriation scheme. The motion was talked out.

Lord Lansdowne promised his hearty co-operation in dealing with the evils.

Later.

The Boer Raid.

All Ferreira's followers, with the exception of twelve, have deserted.

The United States.

Committees of the American Banking Association and the New York Chamber of Commerce have drafted a Bill which will be submitted to Congress, providing for the issue of credit bank notes to meet financial emergencies and to relieve a stringency.

The House of Lords.

17th November.

Mr. Birrell, speaking at Hanley, characterized the House of Lords as the committee of a Tory club, and said that, if they continued to decline to accept measures, the Government might be forced to ask the country for practical advice.

COAL COOLIES' TRICK.

A TRIO NOW IN PRISON.

Wong Man, a foreman coolie, of No. 17, Tai Wo Street, appeared before Mr. C. A. D. Melbourne, in the Police Court, this morning, as complainant against three coal coolies. The charge Inspector Gourlay preferred against the three defendants was that they, "being evil-disposed persons, did conspire, combine and confederate to get one Wong Man into trouble by placing nine taels of prepared opium in his house, and wrongly did attempt to obtain a warrant to serve on the house." According to the evidence the defendants, who were employed by the foreman, knew that he was a great opium smoker, and, what was more, he had some money. Accordingly, the trio decided to place some opium in his house. Before doing so, however, they called on an excise officer on Saturday morning.

"Supposing I gave you information that would lead you to make an arrest and secure illicit opium," said one of the trio, speaking to the excise officer, "what do I get?"

"Half of the fine, if the fine is paid," said the exciseman.

"I know a man who will pay his fine," continued one of the trio; "will you join us in 'fixing' him? We will then share part of the fine."

The exciseman knew there was something in the wind, and said he would.

"Then," concluded the spokesman, leaving the house, "get a warrant for No. 17, Tai Wo Street and raid it to-morrow evening and you'll find nine taels under a bed."

Yesterday morning the excise officer called at No. 17, Tai Wo Street, and interviewed the foreman, who is an old customer of the Opium Farm.

"I hear somebody has placed opium in your house," began the officer.

"Not to my knowledge," replied the foreman.

"Then let us search the place," suggested the opium man

The premises were searched and sure enough a tin containing nine taels of the drug was found under a bed. The exciseman and the foreman went to No. 2 Police Station and reported the matter to Inspector Gourlay, who had the three men under lock and key before an hour had expired.

His Worship held that the case was clear, and sent each man to gaol for six weeks with four hours' stocks.

THE WRECKED "PETRARCH."

THE GOVERNMENT'S WARNING TO THE UNDERWRITERS.

It is understood that the underwriters of the German steamer *Petrarch*, which was driven ashore upon the Kowloon Wharf and Godown Co.'s frontage during the great typhoon of the 18th of September, have been informed by the Government that they must take immediate steps to have the vessel refloated, as she is at the present moment a serious obstruction to the lighter and cargo traffic within the precincts of the Wharf Co.'s limits. Grace will be afforded the underwriters only till such time as the salvage steamer *Protector* is free of her current engagement, after which, should they not take prompt steps for towing the vessel off, the Government will take the matter in the hand, refloat her, and charge the cost of the operations to the underwriters. So far as can be gathered, there does not appear to be a soul on board the *Petrarch* with the exception of one Chinese watchman; and, since yesterday, completed the second month during which the vessel has occupied her present conspicuous berth, a good deal of comment has naturally been aroused, as to the why and wherefore no visible attempt has been made by those responsible to relieve the wharf company's sea-wall of its unfortunate and unsightly incubus.

DEATH OF MR. R. W. HOUGHTON.

CORONER'S INQUIRY.

Coroner Mr. F. A. Hazeland presided over the inquiry that was held at the Magistracy this afternoon touching the death of Mr. R. W. Houghton, which event occurred on the 9th instant, at his residence, College Chambers, under circumstances giving the impression of suicide. The following jurymen were empanelled:—Messrs. G. Friesland, C. D. Sullivan and D. Harvey.

Dr. C. M. Heanley, medical officer in charge of public mortuaries, said that on the morning of the 10th instant he examined the dead body of Robert William Houghton. The cause of death in his opinion was due to poisoning by cyanide of potassium.

Frank Browne, Government analyst, spoke as to receiving a bottle on the morning of the 10th instant from Inspector Smith. He analysed the contents of the bottle and found it to contain twenty drops of liquid, which consisted of one-third of a grain of cyanide of potassium.

Inspector Smith, of the Central Police Station, declared that at 4.30 p.m., on the 9th instant, the bottle containing the cyanide of potassium was handed to him by Sergeant Murison. The following morning he sent it to the Government analyst.

F. Howell, chief bailiff, Supreme Court, said he took possession of deceased's effects on behalf of the Official Administrator, on the 10th inst. Witness knew deceased well. Speaking of his financial condition witness said he was heavily involved. Deceased had been pressed for money, as far as witness remembered, for the last nine months. On the 2nd October witness had an execution against him which was stayed on the payment of $600. That was for money due to Carson and Company. Witness was indebted in about $22,000 or $23,000, and rent was due for about three months on his shop and also for his private residence.

Geo. H. Drude, master mariner, an aged man, stated that in 1895 witness started a tailoring establishment. With him were deceased and a Mr. Boffie. Witness was chief financer as he contributed the money. Mr. Boffie died two years after. Witness later withdrew from the partnership. Deceased owed him then about $8,000. Deceased never paid anything to witness during the last two years—not even interest. Not many months ago he lent deceased a further sum of $900. When deceased died he owed witness nearly $20,000. For the last two years witness never had much to do with deceased. He did not know, but heard he was a heavy drinker.

Detective-sergeant Murison said that on the 9th instant he went to College Chambers. In room No. 9 he found deceased lying on a bed—dead. Witness knew deceased. The bottle containing the cyanide of potassium was on a rack over the washstand. Witness kept the bottle. He also removed the body to the mortuary. Witness knew deceased to be a heavy drinker. Among his personal effects witness found two letters. One was from the National Bank and the other from the Hongkong Hotel. The letters, witness was told, were received by deceased on the 8th instant.

Chan On, houseboy, said he had been in deceased's employ for about three years. On the morning of the 8th inst. deceased returned home about 5.45 o'clock. He was very drunk then. Deceased went to bed and slept all day. He did not have any meals that day. About 2.30 p.m. witness went into his room to brush deceased's clothing. He found the bottle containing cyanide of potassium in his coat pocket. Witness put it on a table near his bed. When witness went to the room again at five o'clock that afternoon deceased was asleep. At seven o'clock on the morning of the 9th witness heard his master coughing and went to take him a cup of tea. He was still asleep when witness entered the room. He placed the tray with the tea on a table. Witness noticed then that the bottle of cyanide of potassium was not in the same place as where he left it. It was over the washstand. In its place—on the table near the bed side—was a water glass. Witness took the glass away and washed it. At ten o'clock witness went into deceased's room again with the foreman tailor. He found the deceased dead.

The Coroner addressed the jury shortly, after which the jury returned a verdict of suicide during a fit of temporary insanity.

CANTON DAY BY DAY.

SEQUEL TO THE RECENT FIRE.

[*From Our Own Correspondent.*]

Canton, 16th November.

After the recent fire, extending from the Shakee, which destroyed over 200 buildings, workmen are busily engaged in clearing away the *debris*, before a start could be made on the work of reconstruction. Superintendent of Police Wu, of the Head Police Station of the Western District of Canton, has petitioned the Provincial Treasurer (in the absence of the Viceroy) to issue a proclamation ordering the owners of burnt premises to observe the following regulations when rebuilding: That all the new buildings are to be built further back, so as to leave the public thoroughfare wider by at least 4 feet than formally. The restaurants, etc., by the river, on both sides are to be built facing the river on both sides, leaving a wide road by the bank, which is to be connected with the road already built alongside the Police Station. Both sides of the river will be connected with a big iron bridge, to be built by the Police Department. If these alterations are carried into effect, the risk of the spreading of fire will be greatly reduced.

THE DAYLIGHT ROBBERY.

In connection with the daylight robbery, which I reported yesterday, it is stated that the Namhoi Magistrate with his braves proceeded in person, that very evening, to examine the scene of the outrage.

CANTON MINT.

The Canton Mint, which is henceforth to be worked under the new regulations, has been placed under the direct control of H.E. Viceroy Chow Fu.

ALLEGED OFFENCES BY CONVERTS.

Two men surnamed Wong and Cheng have appealed to the Namhoi Magistrate, complaining that a certain native convert named Lau Yau Hing and others, relying upon the fact that they are Christians, have committed many unlawful offences. The magistrate has written to the Portuguese Consulate requesting the Consul to send him the said convert for trial. The vice-consul has replied stating that he will personally present these men to his yamên on the 18th instant for trial.

EMPRESS DOWAGER'S BIRTHDAY.

Canton, 17th November.

H. E. Viceroy Chow has issued instructions to all officials, both civil and military, to celebrate the birthday of H. I. M. the Empress Dowager of China, which falls on the 10th day of the present moon. All officials are to proceed to the Imperial Temple in official ceremonial robes of their respective ranks and pay their homage to the imperial tablet. These birthday ceremonies will last from the 7th day to the 13th day of the moon inclusive.

CHOW FU AND THE PEOPLE.

On the morning of the 16th inst., when H.E. Viceroy Chow was going round, to visit the different temples, to worship the gods, he received several petitions from people in the street; they knelt down before him, while he was passing. During the day he officially called on all officials of Canton.

Another daylight robbery has happened, about forenoon yesterday, at Tsze Lai Street in the Western suburb, at the house of a man surnamed Lai. A number of robbers entered the premises and ransacked the building of all articles of value. The amount of loss is estimated at several hundred dollars.

ANOTHER FIRE.

A fire occurred at Man Fook Lane, near Wing Ching Mun, about 10 o'clock yesterday morning, which originated in a private house and destroyed three private dwelling houses.

YUET-HAN RAILWAY.

Several meetings of the shareholders of the Yuet-han Railway Company were held at Hak-au-po, to discuss railway affairs. There were a great number of shareholders present.

THE T.K.K. SOUTH AMERICAN SERVICE.

FUTURE ARRANGEMENTS.

The South American service of the Toyo Kisen Kaisha is becoming more prosperous, and the company has under contemplation a proposal to make the service a regular one. The change is made all the more necessary by the conclusion of the Treaty of Commerce between Japan and Chile, recently reported in our columns. Owing to the restricted number of ships available, the change cannot be effected immediately. Three steamers, each of 12,000 tons, are now being built at the Mitsu Bishi Yard, Nagasaki, for the company. One is expected to be completed by November next year, and the other two by May, 1908. These ships are intended to replace the *Nippon-maru*, *America-maru*, and *Hongkong-maru* on the San Francisco line, and these old vessels will then be transferred to the South American line. Upon the completion of the first new steamer in November next, the regular service to South America will be inaugurated. At present the company's steamers are running between Hongkong and Chile, but the regular service will be extended to Nagasaki, Moji, and Kobe, and also to Vladivostok.—*Japan Chronicle.*

THE CHIUCHOW-SWATOW RAILWAY.

FIRST SECTION COMPLETED.

[*From a Correspondent.*]

Canton, 18th November.

The first section of the Chiuchow-Swatow Railway Company's line was finished on the 16th inst., and trains started running at once, and on that day, for fares and freight, over $200 was collected. The directors of this company intend to hold an official opening of the line on the 25th inst., to which they will invite the Chinese and foreign officials of Hongkong and Canton. It is understood here that the officials of the Yuet-han railway at Canton will depute Mr. Kong, the Chief Engineer of that Company, to represent them at the formal opening, and to tender their congratulations to the Chiuchow-Swatow Railway Company's directors on the success of their enterprise.

THE SHANGHAI DOCK AND ENGINEERING CO., LD.

To the Editor of the "North-China Daily News."

Sir,—It is a most excellent idea to attempt to do something with that part of the Doc property which is lying waste. No one who has taken the trouble to study the problem as to how to get a fair return on the large capital of Tls. 5,520,000 sunk in this concern can be blind to the fact that we are really doing badly as shipbuilders and repairers, and the sooner we find a channel into which we can turn some of our latent energy the better for our pockets. But before we start something new it behoves us to review the causes that have landed us in our present sad plight, in order that we may not again commit the same blunder.

I have given all the details before in that most valuable but unfortunately now departed periodical "The Cosmopolitan," but as it is now nine months since that article appeared, and as people's memory is short, it will perhaps be just as well to repeat the salient points of that *exposé*. What, then, are the causes which have landed us in our present sad plight? Capital. Nothing, but capital. Too much capital. Before we amalgamated the then existing three different Dock Companies their aggregate capital amounted to Tls. 7,320,000, of which S. C. Farnham & Co. were responsible for Tls. 750,000, Boyd & Co. for Tls. 800,000, and The International Dock for Tls. 770,000. There was a very good and healthy competition between the three rivals then, and with the exception of the last-mentioned they did remarkably well. But a financial genius appeared among us who gathered the three companies into one single concern, and without altering or instituting any essential improvement in any of the yards the capital of the amalgamated Companies was raised with one fell swoop to nearly double. A few months later, when it was found that business (i.e., share business) was pretty brisk a further new issue of shares was launched on the market at 125 per cent premium, and as the rumour had duly gone forth about fabulous profits these shares were, of course, snapped up with alacrity by a confiding public. The capital of the Company now stood at Tls. 5,520,000 and just to encourage them the larger proportion of the money derived from the new issue was used to inflate the dividend to Tls. 27 per share. Just think of it! Twenty-seven taels per share. Of course people went crazy, and the financial genius rubbed his hands.

But the next year the Company only paid a dividend of Tls. 17 per share. The next year after that Tls. 15 only was earned and paid, and the next Tls. 12, while last year we did not earn, but were nevertheless paid Tls. 8 per share, and judging by what is going on we will probably get a good deal less this year.

Now, how is it that we have slowly but surely come to this most unsatisfactory result? I cannot improve upon what I wrote in the "The Cosmopolitan" last February, namely:—"The combined earning capacity of these docks—only five short years ago—was altogether Tls. 250,000 a year, which means 10 per cent. on the capital *then* invested (Tls. 2,320,000).

Suddenly the three concerns were amalgamated and started life with a capital of Tls 5,520,000. You will see at a glance that if the same rates had now been charged for repairs, etc., as when there existed a healthy competition between the three docks the earning capacity on the capital invested would have been less than 5 per cent. But, of course, the idea of amalgamation was to get rid of competition, and no sooner was the competition done away with than prices charged for repairs rose to heights which made ship-owners wince. Still, for a couple of years the Company held undisputed sway; but then competition began to make itself felt again, as it must always do when a monopoly is sought to be created, Mr. Blechynden started a shipbuilding and repairing yard, Mr. Orl did the same, and many Chinese followed suit, eirning an excellent living by charging reasonable prices. The earnings of the amalgamated docks became less every year in spite of Mr. Twentyman's annual assurances, which, if you will take the trouble to look them up, you will find are of a uniform stereotyped tone of sanguineness.

"Still, competition was not so formidable as yet to give rise to uneasiness. But three things have now happened which are a real danger to our local stock company. . . . . .

"The read thing is that, in addition to the competition already mentioned, another dock with ample facility for executing all sorts of repairs started business in December last. We refer to the Kiangnan dock, which we shall prove even to the satisfaction of the Hongkong panegyrist is by no means such a negligible quantity as he wants to make it out. For the present we shall only remind you that five short years ago Mr. Twentyman said with regard to the incorporation of the Engineering Dock in Farnham, Boyd & Co. that the incorporation would do away once for all with a most ruinous competition. But only eight months ago the same gentleman expressed quite different views by giving utterance to the statement that the competition of the Arsenal Dock meant nothing to Farnham, Boyd & Co.—there was nothing to fear.

"How shall we reconcile these two expressions of opinion? Later we shall see which is the more correct of the two.

"The second competitor is the dock in Tsingtao, which started operations a couple of months ago. This dock will in future attend to the German men-of-war in these waters, a clear loss to the local company.

"In a few months the Dewey dock will start operations in Manila and gather all American men-of-war in its capacious fold. This will mean another curtailment of business for the local dock company, which used to make a good thing out of the Americans.

"About the same time Messrs. Butterfield & Swire will open their dock in Hongkong, and it is safe to say that all steamers under control of that firm will be sent there."

[*Continued on page 6.*]

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Noon.

Buyers:—National Banks $47, Hongkong Fires $332½, H.K., C. and M. Steamboats $27½, Indo-Chinas $74, Kowloon Wharves $88½, Shanghai Docks Tls. 107, Hongkong Lands $103, Humphreys Estates $11, Dairy Farms $18, Electrics $15, S. C. M. Posts $12.

Sellers:—Hongkong Banks $810 Unions $775, Cantons $300, China and Manilas $23, Douglases $40, Shell Transports 3/-, China Sugars $145, Raubs $9, Hongkong Docks $151, West Points $50, Humphreys Estate $11½, Cottons $13, China Borneos $10, China Providents $9½, Cements $19, Ices $236, Ropes $23, China Light and Power $10, A. S. Watsons $123, Powells $8.

Sales:—Dairy Farms $18, Cements $19.

Nominal:—China Fires $95, Hongkew Wharves Tls. 230, Hongkong Hotels $112½, Tramways $215.

FREIGHT MARKET.

Messrs. Lamke and Rogge write in their circular of 17th inst.:—Freights have continued in much about the same style as last reported. Inquiries after tonnage have been few and far between, and, though some demand from Saigon to this and what may be called the closing charter for this season from Newchwang for Canton have helped to some business, the total result during the fortnight again does not amount to much. At time of writing several handy-sized, ready boats are open for offers.

Saigon.—Saigon to Hongkong, some further demand has been met locally at between 12 and 13½ cents. Saigon rep rts the fixtures of French s.s. *Phuyen* at 12 cents, British s.s. *Derwent* at 12½ cents; possibly others have been chartered also.

Saigon to Philippines, business done at 26 and 25 cents. Demand has since subsided. Closing rate can hardly be quoted better than 24 cents for larger size, nominal.

Saigon to Singapore and Padang, 1,000 tons each port, the fixture of a steamer has been reported at 16/40 cents.

Bangkok requirements are all supplied by the "liners" for the present. The so-called "French competition" in the Bangkok-Hongkong trade, which had been established by the chartered steamers *Binhthuan* (French), and *Providence* (Norwegian), has stopped running.

From Java, nothing is doing.

From Newchwang for Canton fixtures at 18 and later at 20 cents. Closing rate last year was 26 cents. Newchwang to Amoy or Swatow, we have not heard of anything more having been done locally.

Concerning coal freight.—From Hongay to this a charter done at $1.10, to Swatow at $1.25.

As for charters from Japan, the demand lately in evidence for Canton has ceased, and for Hongkong the rate from Moji is nominal, after the fixture of a large carrier at $1.30 early in the fortnight. For Amoy we have heard of a charter at $1.85.

On time basis, the light draft Norw. s.s. *Frithjof*, 2,050 tons d.w. total, has been chartered for natives' account, presumably for salt trade, for a short term, rate $4,000 per month.

Sailers:—American ship *S. P. Hitchcock* has been condemned, and will be disposed of.

Sail tonnage loading or to load:—For Baltimore and/or New York:—Brit. bark *Eclipse*, 2,969 tons, arrived 1st September. Am. ship *I. F. Chapman*, 2,014 tons, arrived 25th August.

Sail-tonnage Disengaged:—British steel 4-m barque *Arrow*, 2,971 tons reg., from New York, arrived 14th November.

Departures of Sailers:—None.

TO-DAY'S EXCHANGE.

	Selling.
London—Bank T.T.	2/3 11/16
Do. demand	2/3⅞
Do. 4 months' sight	2/4⅛
France—Bank T.T.	2.91¼
America—Bank T.T.	56¼
Germany—Bank T.T.	2.36¼
India T.T.	171½
Do. demand	172
Shanghai—Bank T.T.	72⅛
Singapore T.T.	⅛ % prem
Japan—Bank T.T.	113½
Java—Bank T.T.	139½
	Buying.
4 months' sight L/C.	2/4 7/16
6 months' sight L/C.	2/4⅛
30 days' sight San Francisco & New York	57½
4 months' sight do.	58
30 days' sight Sydney and Melbourne	2,4 11/16
4 months' sight France	2.96½
6 months' sight "	2.98
4 months' sight Germany	2.42½
Bar Silver	33½
Bank of England rate	6 %
Sovereign	8.61

To-day's Advertisements.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 24th November, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd December, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th November, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th November, 1906. [1113

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG"...1,238...H. W. WALKER.

Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening.

Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey..$5 {(Servant excluded).

Meals.....$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 7th November, 1906. [1075

Intimations.

THE

ROBINSON PIANO

CO., LD.

HAVING SECURED AN INTEREST

IN A LARGE

LONDON FACTORY

CAN SUPPLY

HOME PIANOS

ON EVEN MORE EXCEPTIONAL

TERMS THAN EVER.

PIANO

AND

APOLLO

PIANOLA,

$550!!!

FROM MANUFACTURER TO

PURCHASER DIRECT.

Hongkong, 10th November, 1906. [38

MOËT & CHANDON'S

HIGHEST GRADE OF CHAMPAGNE IS

"DRY IMPERIAL"

BRAND

AS SUPPLIED BY ROYAL WARRANTS

TO

KING EDWARD VII.

THE EMPEROR OF GERMANY,

THE CZAR OF RUSSIA.

ALSO SUPPLIED FOR THE

LEADING PRESIDENTIAL

BANQUETS

OF

FRANCE AND THE UNITED STATES

Per Case 12 Bottles $57.00

" " 24 ½-Bottles 62.00

SOLE AGENTS:

H. PRICE & CO.,

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 8th November, 1906. 48

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS. R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	THURSDAY, November 22nd	December 10th
"ATHENIAN"	3,882	WEDNESDAY, November 28th	December 21nd
"EMPRESS OF JAPAN"	6,000	THURSDAY, December 20th	January 7th
"MONTEAGLE"	6,163	WEDNESDAY, December 26th	January 19th
"EMPRESS OF CHINA"	6,000	THURSDAY, January 17th	February 4th
"TARTAR"	4,425	WEDNESDAY, January 23rd	February 16th

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22½ days, from YOKOHAMA, and 29½ days from HONGKONG.

Hongkong to London, 1st Class.....*vid* St. Lawrence £60. *Vid* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. " £42.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent,
Hongkong, 14th November, 1906. *Corner Pedder Street and Praya.* [13

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	Of
SHANGHAI via SWATOW	*CHOYSANG* †	TUESDAY, 20th Nov., Noon.
S'PORE, SAMARANG & SOURABAYA.	*CHUNSANG* *	WEDNESDAY, 21st Nov., 4 P.M.
TIENTSIN	*CHIPSHING* *	THURSDAY, 22nd Nov., 4 P.M.
S'GAPORE, PENANG & CALCUTTA.	*KUTSANG* *	FRIDAY, 23rd Nov., 3 P.M.
MANILA	*YUENSANG* *	FRIDAY, 23rd Nov., 4 P.M.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 17th November, 1906. [6

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
NINGPO and SHANGHAI	"KANSU"	20th November.
CEBU and ILOILO	"SUNGKIANG" *	20th "
SHANGHAI	"PAOTING" †	21st "
MANILA	"TAMING" *	21st "
SHANGHAI	"SHAOHSING" †	21st "
SHANGHAI	"YOOHOW" †	23rd "
SHANGHAI	"KIUKIANG" †	26th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN" * ‡	3rd December.
YOKOHAMA and KOBE	"CHANGSHA"	13th "

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Hongkong, 17th November, 1906. 19

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 24th Nov., at Noon.
RUBI	1540	R. Almond	"	SATURDAY, 1st Dec., at Noon.

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GENERAL MANAGERS
Hongkong, 17th November, 1906

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship
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Hongkong, 17th November, 1906. General Agents. 18

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," HABSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.
FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI.

HOHENSTAUFEN	Capt.	Jaeger	2nd December.
SILESIA	"	Bahle	2nd January.
SCANDIA	"	v. Doehren	1st February.
HABSBURG	"	Filler	4th March.
RHENANIA	"	v. Hoff	3rd April.
HOHENSTAUFEN	"	Jaeger	1st May.
SILESIA	"	Bahle	1st June.
SCANDIA	"	v. Doehren	1st July.

NEXT SAILINGS HOMEWARD.
FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

RHENANIA	Capt.	v. Hoff	14th December.
HOHENSTAUFEN	"	Jaeger	11th January.
SILESIA	"	Bahle	8th February.
SCANDIA	"	v. Doehren	22nd March.
HABSBURG	"	Filler	5th April.
RHENANIA	"	v. Hoff	17th May.
HOHENSTAUFEN	"	Jaeger	14th June.
SILESIA	"	Bahle	12th July.
SCANDIA	"	v. Doehren	9th August.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA.	ANDALUSIA	21st November.
FOR TSINGTAO, NAGASAKI and VLADIVOSTOCK	DAPHNE	24th November.
FOR SHANGHAI, KOBE & YOKOHAMA.	AMBRIA	26th November.
FOR SHANGHAI, KOBE & YOKOHAMA.	HOHENSTAUFEN.	2nd December
FOR SHANGHAI, KOBE & YOKOHAMA.	ALESIA	15th December.
FOR SHANGHAI, KOBE & YOKOHAMA.	SPEZIA	29th December.

NEXT SAILINGS HOMEWARD.
VIA STRAIT, COLOMBO AND ADEN.
Taking Cargo at throughrates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levante, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.

FOR HAMBURG	SEGOVIA	21st Nov.
FOR HAVRE, ANTWERP and HAMBURG	SITHONIA	30th Nov.
FOR NAPLES, HAVRE, BREMEN & H'BURG	RHENANIA	14th Dec.
FOR HAVRE and HAMBURG	ANDALUSIA	28th Dec.
FOR NAPLES, HAVRE, BREMEN & H'BURG.	HOHENSTAUFEN.	11th Jan.
FOR HAVRE and HAMBURG	ALESIA	25th Jan.
FOR NAPLES, HAVRE and HAMBURG	SILESIA	8th Feb.

Hongkong, 15th November, 1906. [65

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"FLINTSHIRE"
will be despatched for the above Ports, on or about the 20th instant.
For Freight and Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 16th November, 1906. [1105

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship
"DAKOTAH"
will be despatched for the above Ports, on or about the 24th instant.
For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 17th November, 1906. [1034

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EASTERN,"
Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at 10 A.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 13th November, 1906. [1052

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, VIA JAPAN PORTS.
Will be sent to VALPARAISO if sufficient inducement.

THE Steamship
"KASATO MARU," 6,000 tons.
Captain W. C. T. S. Filmer, will be despatched as above, middle of December.
Taking Freight and Passengers to other Western Coast Ports of South America.
The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.
For further information, apply to
K. MATSUDA,
Manager,
York Building.
Hongkong, 14th November, 1906. [848

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship
"BENMOHR,"
Captain Webster, will be despatched as above, on or about the 30th November.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 12th November, 1906. [1093

For Sale.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

李廣隆公司

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 35, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.
Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ld., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 1st March, 1906. [260

SELF CURE NO FICTION!
MARVEL UPON MARVEL!
NO SUFFERER NEED NOW DESPAIR,
but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of
THE NEW FRENCH REMEDY
THERAPION,
a complete revolution has been wrought in this department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.
THERAPION No. 1—A Sovereign Remedy for discharges from the urinary organs, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.
THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, ulcerations, pains and swellings of the joints, and all those complaints which mercury and sarsaparilla are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.
THERAPION No. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, distaste and incapacity for business or pleasure, love of solitude, blushing, indigestion, pains in the back and head, and all those disorders resulting from early error and excess which the faculty so persistently ignore, because so impotent to cure or even relieve.
THERAPION is sold by principal Chemists throughout the world. Price in England 2/9 & 4/6. In ordering, state which of the three numbers required, and observe that the word 'THERAPION' appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a *forgery.*
Sold by all Chemists. [Q

CANNIBAL KING OF ANNAM.

Marseilles, Oct. 17.

Mail advices which reached here to-day from Indo-China brought another and more revolting story of the doings of King Thanh-Thai of Annam, showing that he went to the extent of cannibalism. After killing one of his wives he caused the body to be cooked and served for dinner, forcing his entourage to eat it under pain of death.

Some of the King's wives were bound and burned with burning oil and subjected to other cruelties, while naked women were thrown into the cages with the beasts, where they were devoured before the eyes of the King. Finally the French authorities stepped in and made a prisoner of Thanh-Thai, who has been adjudged insane by Dr. Dumas of the French Colonial Staff.

"The Royal Guard" has been disbanded, the palace has been placed under the protection of 150 native soldiers and the terror-stricken inmates of the palace have been rescued from further suffering. The majority of the latter were women who bore the marks of revolting tortures. Some of them were terribly mutilated, their faces being slashed and tongues cut out, while others had been suspended by pincers attached to the fleshy parts of their legs to increase their agonies.

Paris, Oct. 17.

The Minister of the Colonies this afternoon admitted that Thanh-Thai had been imprisoned in the palace.

A BISHOP ON THE BIBLE.

Detroit, Oct. 15.

Bishop Charles D. Williams, of the Episcopal diocese of Michigan, in an address to the Young Men's Christian Association members here yesterday on "The Bible and the Word of God," declared that the Bible was not the word of God, and that the teachings to the contrary are the most prolific source of unbelief the church has to contend with. The bishop said:—

"Nowhere does the Bible declare itself the word of God. Yet we are told we must take it in its entirety. It is a venerable book and visitors are requested not to touch. As it is the direct word of God there is no other.

"Take the young man just out of college. He reads Genesis and finds impossible geology, astronomy and ethnology. His teacher when questioned, says:—

"'Manipulate it until it fits your sciences.' If too honest to handle the word of God carefully the young man gives up the Bible. He refuses to stultify his reason.

"The Bible needs no defence; all it needs is a square deal. There are those who read it devoutly and diligently. But I never say the Bible is the word of God; I say the Bible and the word of God, to those who accept the entire book, as the literal word of God, I would point out that it is nowhere stated. Christ tore asunder the Old Testament precepts, the law of Moses, and furnished new ones. Where the Old Testament directed men to hate their enemies, the teachings of Christ were to love your enemies.

THE "SHELL" TRANSPORT AND TRADING CO.

The report of the directors of the "Shell" Transport and Trading Company, Limited, for the year 1905 states that, including the balance brought forward from 1904, and after providing for depreciation, management, and other expenses, including the loss on the European business, the balance standing to the credit of the profit and loss account is £267,965, out of which the preference and ordinary dividends (absorbing £150,000) have been paid, leaving a balance of £117,965 at disposal. The directors recommend that out of this sum £19,109 be appropriated to the extinction of the outstanding balance of cost and expenses of the issue of preference shares, and having sold at par the shares in the Petroleum Producte Actien Gesellschaft of the nominal value of 3,000,000 marks, they also recommend writing off £13,500 from the cost of these shares, carrying forward to the 1906 account £85,355. The results of the trading of 1905 were adversely affected by the war in prices which prevailed in portions of the East; but conditions have since improved. The directors regret that, owing to the continuance of the acute competition in kerosene on the European markets, they, seeing no prospect of profitably continuing that trade, decided to dispose of the company's interest in the Petroleum Producte Actien Gesellschaft, and to sell four of the steamers engaged in the business. The realisation of the remainder of the company's stocks consigned to the Petroleum Producte Actien Gesellschaft will be completed on Nov. 1. The extension of the Eastern business has necessitated the calling up by the Asiatic Petroleum Company of £300,000 additional capital, of which the "Shell" Transport Company have subscribed their third share. The production of the Borneo fields continues satisfactory. During the current year full use has not been made either of the productive powers of the fields or of the refineries, due to a large accumulation of stocks at the beginning of the year and to current marketing conditions. The directors of the Nederlandsch Indische Industrie en Handel Maatschappij have decided to convert their bond indebtedness into ordinary shares, and for this and other purposes to increase the capital to fl.20,000,000. The shares as issued will be offered to the existing shareholders. The proposed arrangements for the carrying out of the amalgamation of "Shell" Transport shareholders' interests with those of the Royal Dutch Company (Koninklijke Nederlandsch Maatschappij tot Exploitatie van Petroleumbronnen in Nederlandsch Indie) of the Hague are progressing, and at the earliest possible opportunity particulars will be communicated and sanction asked for their completion.

THE SHANGHAI DOCK AND ENGINEERING CO., LD.

[Concluded from page 5.]

All these things have duly happened as prognosticated in that costly magazine, with the exception of Butterfield's dock in Hongkong, which will start active operations shortly. If you study these things and compare them with the accounts of the Shanghai Dock & Engineering Co. for the last six years it will become quite clear to you that our earning capacity as a ship-building and repairing concern (with the capital with which we are hampered) is going from bad to worse, and that nothing can be more sensible than to try and turn some of our idle assets into profit-earning concerns. The man who can do that will deserve the everlasting thanks of the shareholders in the Dock Co., and if Mr. Taylor is the man no one will be more ready than myself to applaud his success.

Briefly, Mr. Taylor's scheme is to construct six godowns on the Old Dock property and six godowns on the Cosmopolitan Dock property fronting the latter with indispensable wharves, and to do that Mr. Taylor wants to increase our already excessive capital by Tls. 1,620,000 making it a comfortable round Tls. 7,140,000 in all. After the cards have been properly shuffled your hand looks like this:—

The present shareholders in the Dock Co. will be forced to take 55,200 shares in the new @ Tls. 25	Tls. 1,380,000
16,000 shares @ Tls. 25 will be issued to an eager public	400,000
Debentures it is hoped will be taken up—mounting to	1,220,000
And the Dock Company's own capital will then amount to	4,140,000
Total capital of the whole concern	Tls. 7,140,000

Now, you may shuffle the cards as much as you like, the fact remains that as far as the *present* shareholders in the Dock Co. are concerned they are forced into a combination with a capital of over 7 million taels, for, except in name, the two concerns will remain one.

We have had ample experience as to the dangers of inflated capital and it remains now to examine closely as to whether this proposed capital of Tls. 7,140,000, or, if you prefer it, Tls. 4,140,000 and Is. 3,000,000 respectively, is workable and holds out any promise of a good return. With the picture already painted of the present state and future outlook of the dock industry it is safe to assume that the shareholders in that Company will have cause to congratulate themselves if they can earn a dividend of Tls. 8 per share and we need, therefore only confine ourselves to an examination into the probable earning capacity of the Wharf and Godown Co. That Company has, to earn a dividend on a capital of Tls. 3,000,000, and and their working assets consist of Mow 20.7.8.9, in the Old Dock, where six four-storeyed godowns will be built; and 110 mow of waste land near the Cosmopolitan Dock, where likewise six four-storeyed godowns will be constructed. Wharves to suit the requirements on the Pootung side will be built, whereas it is intended to leave the Old Dock open so that lighters may go inside and discharge cargo direct into the godowns there.

Well and good. Now as to the money the new Company has invested in the property. They intend to spend on

	Tls.
Building and development of Old Dock property	400,000
Building and development of Cosmopolitan Dock property	600,000
Tls.	1,000,000
Leaving a balance of the debenture issue for Contingencies of	220,000
Total Tls.	1,220,000

Consequently they invest no less than Tls. 1,780,000 in the Old Dock property and the waste land on the Pootung side, or, say, one million taels for the Old Dock and Tls. 780,000 for the waste land on the Cosmopolitan property. They pay, therefore, Tls. 50,000 per mow for for the Old Dock property, and Tls. 7,000 per mow for the waste land on the Pootung side. It is a fact. If you know the multiplication table you can figure it out for yourself. If that is the true value of the Old Dock property my head reels at the mere idea of the value of the Shanghai & Hongkew Wharf property *on the Shanghai side only.* It must amount to twenty million taels at least. And as for the little item of Tls. 780,000 to be paid for the Cosmopolitan property you may not be aware that a few days ago 180 mow of land with a river frontage of 2,250 feet situated hardly a biscuit's throw from the Cosmopolitan property was sold for Tls. 100,000 or Tls. 555 per mow.

Have we so much money that we can afford to throw it away, or are we merely continuing in Mr. Twentyman's footsteps?

I will endeavour to answer this question in my next.

I am, etc.,
G. NIELSEN.

October 14.

EARRINGS are perhaps the oldest form of jewellery. They are mentioned in Genesis in Jacob's time.

STORMS are due to the action of our atmosphere in resisting the escape of the radiant heat caused by the sun's rays beating upon the surface of the earth.

VESSELS of the British Navy named "Royal" are proverbially unlucky. Instances are the Royal James, the Royal George (wrecked, sunk at Spithead), and the Royal Charlotte (burnt at sea).

NO country has ever benefited more from British rule than Egypt. A yearly deficit of two millions has been changed to a large surplus, and the population in twenty-five years has increased fifty per cent.

THE FLOUR INDUSTRY IN JAPAN.

PROSPECTIVE OVER-SUPPLY.

Mr. F. Nakamura, a well-known flour merchant of Yokohama, contributes an interesting article to the *Chugai Shogyo* on the flour-milling industry in Japan. Amongst the principal new enterprises, which are now being projected in Tokyo and Osaka, is the manufacture of flour, which, if carried out as proposed, will result in a great increase of supply. Whether the existing demand for flour in this country will justify the starting of so many mills is matter on which serious attention will have to be bestowed. The importation of flour and wheat and the domestic production of wheat during the last ten years are tabulated as follows:—

	Flour Imported.	Wheat Imported.	Domestic Produce (Wheat).
	sacks.	piculs.	koku.
1896.....	648,031	38,773	3,552,789
1897.....	632,838	160,187	3,811,000
1898.....	1,050,120	48,116	4,181,888
1899.....	783,814	30,642	4,141,205
1900.....	1,278,361	223,503	4,237,456
1901.....	1,701,965	85,874	4,375,376
1902.....	1,948,775	86,534	3,954,497
1903.....	5,652,951	1,265,625	1,875,388
1904.....	5,173,501	399,851	3,858,964
1905.....	4,977,247	1,026,460	3,601,764
1903—			
Up to July—	3,046,578	320,124	—
1905—			
Up to July..	3,182,469	386,895	—
1906—			
Up to July..	2,626,861	320,050	—

As shown above, the importation of flour made, with slight fluctuation, a steady increase from 1896 to 1904. The unprecedentedly large increment in the import of flour and wheat for 1903 is attributable to the failure of the domestic wheat crop in that year. In the following year, though the domestic yield of wheat was below the average, its import greatly fell off and that of flour was less by nearly 480,000 sacks as compared with the previous year, despite the fact that a large demand sprang up on account of the war. In 1905 the import of wheat again increased owing to the failure of the rice and wheat crops in the country and in anticipation of the increased tariff; but flour diminished by 190,000 sacks as against 1904. Again, taking the figures up to the end of July this year the import of flour fell off by 420,000 and 550,000 sacks respectively compared with the corresponding periods of 1904 and 1905. Calculated at this rate, the total import of flour for this year will be in the neighbourhood of 3,500,000 sacks which will be a remarkable decrease on the three previous years.

Although it is an indisputable fact that, with an annual increase of the population by half a million, Japan is becoming more and more dependent on foreign counties in respect to her food supply, the extraordinary advance in the import of flour that took place in 1903 can hardly be regarded as having been caused by ordinary circumstances. Mark the gradual falling-off of the import of flour since the high-water mark was reached in 1903 without any increase in domestic supply.

Hitherto the Japan Flour Mill Company has been the only large establishment of the kind in Japan, but since the beginning of this year no fewer than six mills have been projected. The earliest projected of these is Mr. Masuda's flour mill at Hyogo; the second also at Hyogo proposed by the Japan Seimai Kaisha; and the third is a branch mill at Hyogo of the Japan Flour Company. The mills of the Imperial, the East Asia, and the Meiji Flour Companies will most probably be situated at Tokyo. It will not be wide of the mark to estimate the daily producing capacity of the six mills above mentioned, when started, at 3,000 sacks, which means an annual out-turn of 1,570,000 sacks. This quantity when compared with an average, amounting to 5,260,000 sacks, for the three years when the largest quantities were imported, leaves a surplus of some 1,300,000 sacks, or that of something like two million sacks if the estimated quantity of import for this year is taken into consideration. The question naturally arises how the Japanese manufacturers intend to dispose of this surplus production of flour.

It is suggested by some that for the surplus of Japanese flour the market will be found in China without much difficulty. This, however, seems extremely doubtful. It is manifest that in the case of anticipated increase of the supply of Japanese flour the importation of the foreign product will be greatly checked, though that of wheat will increase to a large extent. The flour manufacturers on the Pacific coast, who will practically lose in Japan a customer who has consumed five million sacks of flour annually, will not sit idly, and will concentrate their attention on the Chinese market. Of course, adds Mr. Nakamura, the duty on imported wheat will be entitled to rebate in the event of flour manufactured therefrom being exported, but considering the fact that the Japanese mills are largely dependent on American wheat and that at present there is not much difference in freight between the Japan and the China ports from the Pacific coast, the successful disposal of Japanese flour in China, in competition with the American product, will prove no easy task. The prospect is made gloomier still when it is considered that the establishment of a flour mill at Hankow and of mill in Manchuria is now under contemplation.

Shipping.

Arrivals.

Benlomond, Br. s.s., 1,725, J. Henderson, 17th Nov.,—London 29th Sept., Gen.—G., L. & Co.

Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 18th Nov.,—Vancouver 30th Oct., and Shanghai 16th Nov., Mails and Gen.—C. P. R. Co.

Estrœa, Br. cruiser, 4,360, C. Vaughan, Lee, R.N., 18th Nov.,—Weihaiwei 14th Nov.

Ras Dara, Br. s.s., 2,495, M. Cambridge, 18th Nov.,—Moji 12th Nov., Coal.—A. R. M.

Paoting, Br. s.s., 1,973, Cogan, 18th Nov.,—Iloilo and Cebu 13th Nov., Hemp.—B. & S.

Kwongsang, Br. s.s., 1,428, W. P. Baker, 18th Nov.,—Shanghai 14th Nov., and Swatow 17th, Gen.—J., M. & Co.

Paklat, Ger. s.s., 1,100, H. Demes, 18th Nov.,—Swatow 17th Nov., Rice and Teakwood.—B. & S.

Amigo, Ger. s.s., 771, N. Baltzer, 18th Nov.,—Pakhoi 15th Nov., Pigs and Gen.—J. & Co.

Chip Shing, Br. s.s., 1,199, G. S. Weigall, 18th Nov.,—Chefoo 13th Nov., Gen.—J., M. & Co.

Karin, Swed. s.s., 698, G. Petterson, 18th Nov.,—Hoihow 17th Nov., Gen.—Aagaard, Thoresen & Co.

Machew, Ger. s.s., 996, R. Zollner, 16th Nov.,—Bangkok 11th Nov., Rice and Wood.—B. & S.

Deucalion, Br. s.s., 7,030, M. H. F. Jackson, 18th Nov.,—Shanghai 15th Nov., Gen.—B. & S.

Colombo Maru, Jap. s.s., 1,779, J. Nagao, 19th Nov.,—Bombay and Singapore 13th Nov., Cotton and Twists.—N. Y. K.

Hong Wan I, Br. s.s., 2,060, J. L. Slaker, 18th Nov.,—Singapore 12th Nov., Gen.—Joo Tock Seng.

Kumano Maru, Jap. s.s., 5,076, W. S. Hunter, 19th Nov.,—from Australia, Gen.—N. Y. K.

Tosa Maru, Jap. s.s., 3,610, K. Kato, 18th Nov.,—Shanghai 15th Nov., Flour and Gen.—N. Y. K.

Kiyo Maru, Jap. s.s., 1,448, D. Hirai, 19th Nov.,—Wakamatsu 8th Nov., Lump and Dust Coal.—Gilman & Co.

Hinsang, Br. s.s., 1,356, W. J. Davies, 19th Nov.,—Weihaiwei 14th Nov., Gen.—J., M. & Co.

S. Franz Ferdinand, Aust. s.s., 3,860, C. Matcovich, 18th Nov.,—Trieste 27th Sept., and Singapore 11th Nov., Gen.—S., W. & Co.

Clearances at the Harbour Office.

Kwongsang, for Canton.
Fukushu Maru, for Swatow.
Benlomond, for Nagasaki.
Anping, for Singapore.
Jacob Diedertchsen, for Kwong-chow-wan.
Anping, for Shanghai.
Chipshing, for Canton.
Choysang, for Swatow.
Kianeping, for Canton.
Kiyo Maru, for Canton.
Tatsu Maru, for Yokohama.
Colombo Maru, for Singapore.
Deucalion, for Singapore.
Ulv, for Saigon.
Madeleine Rickmers, for Swatow.

Departures.

Nov. 18.

Haimun, for Swatow.
Tsurugisan Maru, for Kuchinotsu.
Kohtichang, for Canton.
Shopsing, for Canton.

Nov. 19.

Pak Ling, for Shanghai.
Wakamatsu Maru, for Moji.
Joshin Maru, for Swatow.
Alabama, for Moji.
Hailan, for Hoihow.
Anping, for Shanghai.
Adana, for Calcutta.
Ulv, for Saigon.
Kianping, for Canton.
Kagoshima Maru, for Bombay.

Passengers arrived.

Per *Paoting*, from Cebu—Mr. Zorm.

Per *Karin*, from Hoihow—100 Chinese.

Per *Kwongsang*, from Shanghai, &c.—Messrs. Ross, Leach, Boyd, and 60 Chinese.

Per *Empress of Japan*, from Vancouver—Messrs. D. G. Chamberlain, J. Murray, F. M. G. Taylor, Mrs. S. J. Presby, Mrs. R. H. Jackson, Miss M. E. Darley, Mr. and Mrs. L. Gibes, Mrs. Carmichael, Mr. C. W. Hodgson, Rev. T. R. Heneage, Capt. T. P. Lidd, Messrs. C. Hewitt, E. Katz, 811 Chinese, and Indians. From Victoria—122 Chinese. From Yokohama—Messrs. Hong Hung Yan, Kong Yue Chung, Dr. J. E. Mears, Messrs. C. Cooper, and V. A. Caesar-Hawkins. From Kobe—Mr. and Mrs. W. Adams-Frost, Capt. and Mrs. I. Gilmour and maid, Mr. and Mrs. H. Bates, Mr. and Mrs. Bailey, Messrs. H. T. Wheeler, W. T. Law, Mr. and Mrs. J. H. Phillips, Capt. and Mrs. J. Howard, Mr. and Mrs. Imbert Terry, Miss Imbert Terry, Mrs. and Miss Chaplin, Miss Bremner, Mr., Mrs. and Miss Leith. From Nagasaki—Messrs. C. E. Bacon, J. M. Boyd, Mr. and Mrs. J. Carmack, Mrs. Emily Cole, Miss M. Printiss, Messrs. R. M. Joseph, D. Haskell, Leung Yan Po, Ceun Chong Tong, Cheung Ngai Chai and C. H. Wilson.

Per *Hongwan I*, from Singapore—1,331 Chinese.

Per *Benlomond*, from Singapore—Mr. J. W. Nobb.

Per *E. F. Ferdinand*, from Singapore—Countess Keylevich, and 259 Chinese.

Per *Tosa Maru*, from Shanghai—Mr. J. Hydmann, Mrs. G. Rose, Mrs. K. Rose and 2 children.

Per *Kumano Maru*, from Australian ports for Hongkong—Rev. Cheock Hong Cheong, Mr. F. Bennett, Mrs. A. A. Gonzales, Mrs. M. Cissorio and baby, Miss M. Moreno, Mrs. T. Elizalde and baby, Mrs. J. Angaucillo, Mrs. T. Mendez, Mr and Mrs. K. S. Tong, Mrs. Ah Hung, Messrs. W. O'Neill and N. Nathen and 35 Chinese. For Shanghai—Mr. F. P. Buttley. For Nagasaki—Mr. B. B. Hutson and 6 Japanese. For Yokohama—Mr. E. F. Walker and 4 Japanese.

Per *Soudan* from Taku for Hongkong—Major and Mrs. Rowe, children and maid, Maj. Venables, Capt. Moody, Lieuts. Dinwiddy, Hibbert, Paget, 2nd-Lieut. Yates, Lt. Col. Sparkes, Lieutenant Trost, Major and Mrs. Chicester, Capt. Butcher, Capt. and Mrs. Price, 2nd-Lieut. Lesson, Lieut. Case-Morris, 2nd-Lieut. Whitty, Lieut. Col. and Mrs. Seymour, Mrs. Gibbs, Qr.-Surg.-Maj. Tyle, Qr.-Maj.-Surgs. Bacon, Jones, 2nds.-Qr.-Maj.-Surg. Birtwhistle, Webster and Morrison. For Colombo—Capt. Biddy. For Bombay—Comdr. Bray, sub. Comdr. and Mrs. Crappen and child. For Durban—Capt. Monreal. For Southampton—Qr.-Maj.-Surg. Howis.

Shipping Reports.

Str. *Chipshing* from Chefoo:—Strong monsoon, rough sea, fine weather.

H.M.S. *Astræa* from Weihaiwei:—Strong NE. monsoon and fine weather.

Str. *Hong Wan I* from Singapore:—Fresh to strong monsoon, with high sea throughout.

Str. *Kwongsang* from Shanghai, etc.:—Moderate to strong N'ly winds, throughout the voyage fine.

Str. *Ras Dara* from Moji:—Heavy NE. gale to Turnabout Island, then fresh NE. wind throughout.

Str. *Paoting* from Iloilo:—Fine weather and moderate wind to Lat. 19° N. Long. 117 E., strong monsoon to port and fine.

Vessels in Port.

STEAMERS.

Arabia, Ger. s.s., 2,867, H. Metzenthin, 14th Nov.,—Portland via Japanese Ports 5th Oct., Flour and Gen.—P. & A. S. S. Co.

Athenian, Br. s.s., 3,883, A. O. Cooper, 13th Nov.,—Vancouver, B.C., 16th Oct., and Shanghai 10th Nov., Gen.—C. P. R. Co.

Borneo, Ger. s.s., 1,344, A. Denker, 18th Oct.,—Sandakan 13th Oct., Timber.—M. & Co.

Chunsang, Br. s.s., 1,417, R. Cox, 12th Nov.,—Sourabaya 30th Oct., Sugar.—J., M. & Co.

Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 21st Oct.,—Vancouver, (B.C.) 2nd Oct., and Shanghai 18th Oct., Mails and Gen.—C. P. R. Co.

Falk, Nor. s.s., 1,380, G. M. Gundersen, 15th Nov.,—Canton 14th Nov., Coal.—M. B. K.

Fri, Nor. s.s., 860, C. Wagle, 9th Nov.,—Bangkok 30th Oct., Rice.—Aagaard, Thoresen & Co.

Fukushu Maru, Jap. s.s., 1,473, T. Iso, 17th Nov.,—Swatow 16th Nov., Ballast.—O. S. K.

Heimdal, Nor. s.s., 762, Johnsen, 16th Nov.,—Bangkok 3rd Nov., Rice.—Aagard, Thoresen & Co.

Hongkong, Fr. s.s., 739, E. Corcil, 15th Nov.,—Haiphong and Hoihow 14th Nov., Gen.—A. R. M.

Jacob Diedertchsen, Ger. s.s., 643, D. Hentz, 17th Nov.,—Kwang-chow-wan 13th Nov., and Macao 16th, Gen.—J. & Co.

Kutsang, Br. s.s., 3,110, R. C. D. Bradley, 15th Nov.,—Calcutta via Penang and Singapore 8th Nov., Gen.—J., M. & Co.

Lombard, Br. s.s., 1,679, F. P. Morris, 16th Nov.,—Calcutta 23rd Oct., Ballast.—Order.

Loosok, Ger. s.s., 1,020, G. Schultzen, 15th Nov.,—Bangkok 7th Nov., Rice.—B. & S.

Madeleine Rickmers, Ger. s.s., 1,020, S. Simonsen, 13th Nov.,—Bangkok 31st Oct., Rice.—B. & S.

Mathilde, Ger. s.s., 830, N. Johnemann, 17th Nov.,—Haiphong and Hoihow 15th Nov., Gen.—J. & Co.

Mercedes, Br. s.s., 2,900, J. S. McGregor, 1st Nov.,—Weihaiwei 25th Oct., Govt. Stores.—Admiralty.

Monteagle, Br. s.s., 3,953, S. Robinson, 14th Sept.,—Vancouver 20th Aug., and Shanghai 11th, Sept., Flour, Lead and Gen.—C. P. R. Co.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June,—Manila 16th June, Ballast.—Barretto & Co.

N. S. de Rosario, Am. s.s., 715, M. Lopez, Blanco, 12th June,—Manila 9th June, Ballast.—Barretto & Co.

Nippon Maru, Jap. s.s., 3,072, W. E. Filmer, 10th Nov.,—San Francisco 12th Oct., and Shanghai 8th Nov., Mails and Gen.—N. Y. K.

Oceana, Br. s.s., 3,155, J. Gray, 16th Nov.,—Cardiff 3rd Oct., Coal.—Navy.

Oriel, Br. s.s., 2,206, G. Maddrell, 11th Oct.,—Moji 5th Oct., Coal.—B. & Co.

Oscar II., Nor. s.s., 2,000, Wilhelmsen, 14th Nov.,—Sourabaya 1st Nov., Sugar.—Aagaard, Thoresen & Co.

Petchaburi, Ger. s.s., 1,373, Gosewisch, 12th Nov.,—Swatow 12th Nov., Rice and Timber.—M. & Co.

Prometheus, Nor. s.s., 1,023, O. Comelinsen, 16th Nov.,—Swatow 15th Nov., Rice.—N. Y. K.

Providence, Nor. s.s., 693, H. Skarrehn, 14th Nov.,—Bangkok 3rd Nov., Rice and Flour.—A., K. & Co.

Quarta, Ger. s.s., 1,145, H. Madsen, 17th Nov.,—Tamsui 15th Nov., Ballast.—O. S. K.

Ragnar, Nor. s.s., 1,220, H. G. Nielsen, 2nd Nov.,—Rajang (Borneo) 26th Oct., Timber.—Aagaard, Thoresen & Co.

Samsen, Ger. s.s., 998, F. Rehwaldt, 17th Nov.,—Bangkok 8th Nov., Gen.—M. & Co.

Sarsogan, Am. s.s., 428, Vitteria, 7th Sept.,—Manila 4th Sept., Ballast.—Order.

Sungkiang, Br. s.s., 987, G. Pennefather, 16th Nov.,—Manila 13th Nov., Gen.—B. & S.

Taming, Br. s.s., 1,350, A. W. Outerbridge, 9th Nov.,—Manila 6th Nov., Gen.—B. & S.

Telemachus, Br. s.s., 4,800, J. H. Goodwin 12th Nov.,—Tacoma via Yokohama and Shanghai 4th Oct., Gen.—B. & S.

Tholma, Nor. s.s., 1,188, F. Jager, 8th Nov.,—Samarang 25th Oct., Gen.—S., W. & Co.

Tinhow, Br. s.s., 901, C. J. Kerr, 17th Nov.,—Canton 17th Nov., Gen.—A., K. & Co.

Tjimahi, Dut. s.s., 2,470, N. de Brouwers, 15th Nov.,—Macassar 5th Nov., Gen.—J. C. J. L.

Wongkoi Ger. s.s., 1, 15, W. Rehn, 12th Nov.,—Bangkok and Anghin 3rd Nov., Rice and Gen.—B. & S.

Yakiko Maru, Jap. s.s., 2,049, K. Muto, 15th Nov.,—Moji 10th Nov., Gen. and Matches.—Fusai & Co.

Yruna, Am. s.s., 469, H. Nelson, 16th Oct.,—Amoy 14th Oct., Ballast.—Yeng Chung.

SAILING VESSELS.

Arrow, Br. 4-masted bq., 2,970, D. McDennell, 14th Nov.,—New York 20th June, Case Oil.—S. O. Co.

Eclipse, Br. bk., 2,968, J. McBryde, 2nd Oct.,—Canton 1st Oct., Ballast.—S. O. Co.

Eskasoni, Br. ship, 1,670, Wm. McBarnie, 12th Oct.,—Manila 13th Sept., Ballast—Order.

I. F. Chapman, Am. ship, 2,013, R. Banfield, 25th Aug.,—Manila 15th Aug., Ballast—A., K. & Co.

Prince George, bk., 472, A. R. Anderson, 18th Oct.,—Manila 26th Sept., Old Iron.—Order.

S. P. Hetchcock, Am. ship, 2,086, S. L. Zertz, 1st Sept.,—Manila 12th Aug., Ballast.—A., K. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Doric	Manila ...	O & O Co.	Nov. 20
P. Sigismund...	Manila	M. & Co...	Nov. 20
Glenroy	Singapore .	McG. & Co.	Nov. 20
P. R. Luitpold	Singapore .	M. & Co...	Nov. 21
Tjilatjap... ...	Japan	J. C. J. L.	Nov. 21
Laisang	Calcutta....	J., M. & Co.	Nov. 22
Nubia	Singapore .	P. & O. Co.	Nov. 23

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

H.M.S. Taku	at	Kowloon	Dock.
Hongkong.....	"	"	"
Heungshan	"	"	"
Paul Beau.....	"	"	"
H.M.S. Kent	"	"	"
H.M.S. Otter	"	"	"
Borneo	"	"	"
Monteagle	"	"	"
Sorsogon	"	"	"
Hygeia	"	Cosmopolitan	
Dakotah	"	"	"
Taming.....	"	"	"
Chinkai Maru	"	Aberdeen	"
Arabia	"	"	"

SHANGHAI DOCKS.

6th November.

Ichang	International Dock.
Ella	International "
Hinsang.....	New "
Tiensin	New "

Ships Passed The Canal.

16th October—*Benlomond, Benvorlich, Diomed, Peshawur, Saxonia, Albenga, Benledi, Cardiganshire.* 20th October—*Sado Maru, Andalusia, Ernest Simons, Prinz Heinrich, Oceana, Atholl, Iyo Maru.* 23rd October—*Glenroy, Prometheus.* 26th October—*Glaucus, Nubia, Salazie, Montgomeryshire, Siberien.* 30th October—*Helen Rickmers, Pelleus, Prinz Regent Luitpold, Oceana, Socotra, Teucer, Foxley, Namur.* 3rd November—*Gneisenau, Polynesian, Bingo Maru, Kanagawa Maru.* 6th November—*Ambria, China, Hohenstaufen, Cyclops.* 10th November—*Machaon, Nubia, Oceanien, PingSuey, Slavonia.* 13th November—*Binclauch, Suevia, Benavon, Sophie Rickmers, Christiania, Indrasamha, Prinz Eitel Friedrich.* 17th November—*Achilles, Glenlochy, Indramayo, Kintuck, Palermo, Radnorshire, Yarra, Wakasa Maru, Katwachi Maru, Sikh, Prinz Ludwig.*

Arrivals at Home—16th October—*Spezia, Glenturret, Sachsen.* 20th October—*Polynesian, Schuylkill.* 23rd October—*Memnon, Polyphemus.* 26th October—*Diomed, Indrapura, Sado Maru.* 29th October—*Java.* 30th October—*Benvorlich, Jeanie, Silesia,* (Ger.) 3rd November—*Prinz Heinrich, Saxonia.* 6th November—*John Hardie, Pelaus.* 10th Nov.—*Gneisenau.* 13th November—*Atholl, Foxley, Telemon, Albenga, Oceana, Socotra.* 17th November—*Helvetia, Oceanien, Scandia.*

Post Office.

A Mail will close for:—

Swatow and Shanghai—Per *Choysang*, 20th Nov., 10 A.M.

Hoihow—Per *Tjilitwong*, 20th Nov., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru*, 20th Nov., 11 A.M.

Macao—Per *Honam*, 20th Nov., 1.15 P.M.

Singapore — Per *Telemachus*, 20th Nov., 2 P.M.

Singapore—Per *Deucalion*, 20th Nov., 2 P.M.

Ningpo and Shanghai—Per *Kansu*, 20th Nov., 3 P.M.

Cebu and Iloilo—Per *Sungkiang*, 20th Nov., 3 P.M.

Moji, Kobe, Yokohama and Portland, Or.—Per *Arabia*, 20th Nov., 2 P.M.

Swatow, Amoy and Foochow—Per *Quarta*, 20th Nov., 5 P.M.

Hoihow and Pakhoi—Per *Amigo*, 20th Nov., 5 P.M.

Nagasaki, Kobe and Yokohama — Per *Kumano Maru*, 21st Nov., 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Roon*, 21st Nov., 11 A.M.

Macao—Per *Honam*, 21st Nov., 1.15 P.M.

Swatow, Amoy and Foochow—Per *Haitan*, 21st Nov., 2 P.M.

Shanghai—Per *Shaohsing*, 21st Nov., 3 P.M.

Manila—Per *Taming*, 21st Nov., 3 P.M.

Shanghai—Per *Paoting*, 21st Nov., 3 P.M.

Singapore, Samarang and Sourabaya—Per *Chunsang*, 21st Nov., 3 P.M.

Macao—Per *Honam*, 22nd Nov., 1.15 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, 22nd Nov., 3 P.M.

Tientsin—Per *Chipshing*, 22nd Nov., 3 P.M.

Macao—Per *Honam*, 23rd Nov., 1.15 P.M.

Singapore, Penang and Calcutta—Per *Kutsang*, 23rd Nov., 2 P.M.

Swatow and Bangkok—Per *Prometheus*, 23rd Nov., 2 P.M.

Shanghai—Per *Yochow*, 23rd Nov., 3 P.M.

Manila—Per *Yunsang*, 23rd Nov., 3 P.M.

Manila—Per *Zafiro*, 24th Nov., 11 A.M.

Macao—Per *Honam*, 24th Nov., 1.15 P.M.

Shanghai—Per *Kiukiang*, 26th Nov., 3 P.M.

Moji, Kobe, Yokohama, Victoria B.C., and Tacoma, Wash.—Per *Tremont*, 27th Nov., 10 A.M.

Europe, &c., India *via* Tuticorin—Per *Tonkin*, 27th Oct., 11 A.M.

Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Seattle, Wash.—Per *Tosa Maru*, 27th Nov., 3 P.M.

Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per *Tjilatjap*, 27th Nov., 4 P.M.

Singapore, Penang and Colombo—Per *Tamba Maru*, 27th Nov., 5 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 28th Nov., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per *Minnesota*, 29th Nov., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doric*, 30th Nov., 11 A.M.

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Eastern*, 1st Dec., 9 A.M.

Manila—Per *Rubi*, 1st Dec., 11 A.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Tsinan*, 3rd Dec., 3 P.M.

Manila, Simpsonhafen, Ft. Wilhelmshafen, Herbertshohe, Merapi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Prinz Sigismund*, 11th Dec., 10 A.M.

Yokohama and Kobe—Per *Changsha*, 13th Dec., 3 P.M.

The Mail despatched by the s.s. *Empress of India* on the 22nd instant is expected to arrive in the United Kingdom on the 21st December.

A Pillar Box has been placed at Quarry Bay.

It will be cleared daily at 9 a.m. and 1.30 p.m.

CHRISTMAS MAIL.

The German mail leaving Hongkong on Wednesday, the 21st November, is due in London on the 21st December.

VISITORS AT THE HOTELS.

OCCIDENTAL.

Binder, F.
Hatje, Capt. R.
Lewis, Major
Lowe, J. C.
Munro, Miss A.
Piper, C.
Robertson, Mrs. C.
Robertson, Miss Kathi
Robertson, Master G.
Stevens, H.
Wessels, Mr. and Mrs. D.

HONGKONG.

Adams, P. R.
Albertz, K.
Allen, R. W.
Bacon, C. E.
Bailey, W. S.
Baker, A. S.
Battiscombe, H. G.
Bayly, Mr. and Mrs.
Beattie, R. B.
Biervliet, A. Van (Vice-Consul for Belguim)
Birbeck, R. J.
Bird, H. W.
Bisney, Mr. & Mrs. S.
Bisney, Miss
Blanch, Mr. and Mrs. N. F.
Blood, G.
Boyd, J. M.
Breckwoldt, H.
Brighton, F. G.
Brighton, G. L.
Campbell, L. F.
Carter, Mr. and Mrs. W. L.
Carter, A.
Chamberlain, N. G.
Chaplin, Mrs. J. E.
Chaplin, Miss and maid
Chapman, H. K. V. C., Major A.
Chapman, B. F.
Chapple, F. T.
Chatham, Hon. & Mrs. W.
Chatham, Miss
Chichester, D. A. A. G., D.S.O., Major A. A.
Chichester, Mrs. A. A.
Christie, J. D.
Clark, M. O.
Clarke, Mr. and Mrs. T. W.
Clegg, R.N., Eng.-Lt. and Mrs.
Colvin, H. E.
Connor, J. L.
Crook, A. H.
Cruickshank, A.
Cull, J. A.
Davies, F. O.
Donald, Mr. and Mrs. W. H.
Doolittle, F. H.
Dowley, Mr. and Mrs. W. A.
Downing, Mr. and Mrs. T. C. and infant
Dunlop, G. A.
Dupree, W. S.
Einstmann, W.
Esterhazy, Countess K.
Fairchild, H. J.
Fischer, R.
Fisher, H. G.
Fletcher, H. L.
Franklin, C. B.
Frost, B. L.
Fuller, Stuart J., (American Vice Consul General)
Fuller, Denman
Mrs. C. P.
Gibson, A.
Gilmour, Capt. & Mrs. and maid
Gloeck, Mr. & Mrs. R.
Grant, A. W.
Harker, B. Brotherton
Heneage, Rev. & Hon. T. R.
Hewett, Hon. E. A.
Hewett, Mrs. E. A.
Hodgson, C. W.
Howes, A. B.
Hoyle, Miss A. E.
Hunt, Miss B.
Hunter, R.
Innes, Capt. R.
Jokl, J. P. F.
Joughin, J. C.
Kinney, Mrs. T. C.
Krill, T.
Krüger, M.
Kunze, P.
Law, W. T.
Lawless, Mrs. A.
Lebra, P.
Lichteroide, Madam & maid
Logan, W.
Love, F. H.
Marriott, Dr. O.
Maltzan, Baroness
McMaster, H. B.
Minan, Dr. W.
Moore, S.
Moore, Dr. and Mrs. W. B. A.
Murkens, Miss
Newborn, Mr. & Mrs. R. H.
Newington, A. G.
Nicholls, E. A.
Packer, B. L.
Parker, T. F.
Peake, W.
Pearce, H.
Mears, Dr. J. E.
Muir, F.
Perkins, Mr. and Mrs. T. L.
Pfordten, A. R. Von der
Phillips, Mr. and Mrs. J. H.
Philpot, L. D.
Potts, P. C.
Powell, W. A.
Preshaw, C. M.
Pritchard, H.
Reid, H. I.
Roach, Mrs. J. S. and child
Rowoldt, S. B.
Rutherford, Mr. & Mrs. N. H.
Sandes, Miss F. G.
Sanders, Dr. J. H.
Schween, R.
Searle, Rev. G.
Shepherd, Mr. & Mrs. E. Bruce
Skinn, A.
Spittles, J. S.
Stebbing, W. T.
Stephens, H.
Sutherland, P. D.
Sykes, Sir Tatton and valet
Terry, Mr. and Mrs. I.
Terry, Miss
Thompson, Mr. & Mrs.
Thompson, Miss H. M.
Toledano, Th.
Topliss, H. J.
Uffel, W. Von
Unbehaun, C. H.
Voules, Sir and Lady
Voules, Miss
Wakefield, Mrs. M.
Wishart, J. B.
Wheeler, H. S.
Wood, G. G.

PEAK

Abell, Mrs.
Amos, Mrs.
Austin, F.
Backhouse J.
Beauchamp, E. B.
Bolton, Mr.
Bosch, Mr. and Mrs. Van der
Carruthers, E. S.
Chalmers, J. H.
Clothier, Mr. and Mrs. H. W.
Cobden, A. S.
Codbury, Mrs. R.
Codbury, Miss
Darling, Col.
Dutton, Mr.
Ellis, Mr. and Mrs.
Fowler E. A. M.
Fraser, Lieut.
Gale, Capt. J. R.
Gelsthrope, Mr.
Green, Mrs. H. E.
Greenhill, Mr.
Gregory, A.
Hartel, E.
Hazeland, F. A.
Hockaday, W. T.
Jeffries, H. U.
Josling, Lt.-Col.
Joseph, Mr. and Mrs. E. S.
Kelsall, R.A., Major and Mrs.
Kent, R.A., Col. & Mrs.
Leask, Mr.
Macdouald, Major and Mrs.
Malade, Mr.
Martin, R.
Mitchell, R.
Moncarieff, Lt.-Col. & Mrs. S.
Moon, Mr. and Mrs.
Moreno, Mr.
Muhle, E.
Painter, Major & Mrs.
Porter, A. W.
Reid, R.A.M.C., Lt.-Col. J. M.
Reyes, Mr.
Sawer, Mrs. W. E.
Sinclair, A.
Slutyers, L. M. J. van
Smith, A. Findlay
West, J. J.
White, Dr. and Mrs.
Wilder, A. P.
Williamson, Mrs.
Wilson, J. W.

CRAIGIEBURN.

Adams, M. and Mrs. R. J.
Barnett, H. J. O.
Falloon, C. H.
Gaskell, Mr. and Mrs.
Pye, E. Burnes
Smith, E. Grant
F. Smith, Mr. and Mrs. Grant
Smith, Percy
Soppa, P.
Webb, Mr. and Mrs Montague
Young, J. A.

KING EDWARD.

Almond, Capt. & Mrs. Russell
Blunt, Capt. H. L.
Brownlow, E. O.
Colahan, H. J.
Cole, E. K.
Colville, Lieut. & Mrs. H. D.
Cormack, Mr. & Mrs. Jas.
Cotton, Mrs. Aylett R.
Cotton, Miss Claudine
Cumming, A.
Cunningham, Mr. and Mrs. A.
Delaney, L. T.
Elizalde, Mrs. A. and maid and servant
Higgins, J. G. M.
Hoffning, Edward
Howard, Capt. & Mrs.
Hurley, Fred. C.
Hutching, Capt. H. A.
Jack, Mrs. C. M.
Jackson, Mrs. R. H.
Jackson, Mrs. & child
Kimura, N.
Kuwada, I.
Lundholm, Capt. B.
Legeune, Vice-Consul M.
Ossorio, Mrs. A. and maid
Ossorio, Master
Nicholson, D. M.
Paine, A. E.
Peacock, Miss Annie
Pennefather, Capt. and Mrs. G. H.
Presby, Mrs. Sallen
Sandison, W. M.
Silverstone, Mr. & Mrs. S.
Silverstone, A. H.
Silverstone, M. L.
Square, Miss N.
Story, G. F.
Tobin, R. J.
Turnell, W. R.
Williams, G.
Wright, Dr. and Mrs. G. H. Bateson

CHINA COAST METEOROLOGICAL REGISTER.

November 17th, 1906, a.m.

		Bar.	Th.	Hu.	Wind	Wr.
Vladivostock.	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	29.89	—	—	NW	6 —
Hakodate ...	"	30.09	—	—	W	8 —
Tokio	"	30.01	—	—	NW	2 —
Kochi	"	29.95	—	—	—	0 —
Nagasaki	"	30.03	—	—	NE	4 —
Kagoshima...	"	29.96	—	—	—	0 —
Oshima	"	29.89	—	—	N	6 —
Naha	"	29.93	—	—	N	8 —
Ishigakijima..	"	30.01	—	—	N.	4 —
Chefoo.....	6 a.m.	—	—	—	—	—
Weihaiwei ...	9 a.m.	30 49	40	—	N	4 b
Hankow	6 a.m.	—	—	—	—	—
Kiukiang.....	"	—	—	—	—	—
Shanghai.....	9 a.m.	30.34	57	63	N	2 c
Gutzlaff	"	30.27	58	76	N	5 cm
Sharp Peak..	"	30.24	63	75	NNE	1 og
Amoy	6 a.m.	30.11	62	89	NE	2 c
Swatow	"	30.10	63	78	NE	1 c
Taihoku	5 a.m.	30.16	—	—	S	2 —
Taichu.....	"	30.05	—	—	N	2 —
Tainan.....	"	30 02	—	—	N	2

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN,"

Captain J. Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 27th November, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows :—

S.S. *ERNEST SIMONS* ...11th December.
S.S. *POLYNESIEN* .....25th December.
S.S. *CALEDONIEN* ..... 8th January.
S.S. *SALAZIE*.....22nd January.
S.S. *OCEANIEN* ..... 5th February.

G. DE CHAMPEAUX,
Agent.

Hongkong, 14th November, 1906. [11

For Sale.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its causes (for they are almost numberless), its symptoms are much the same, the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is *increased vitality*—vigour!—

VITAL STRENGTH & ENERGY

to throw off these morbid feelings, and experience proves that as night succeeds the day this may be more certainly secured by a course of the celebrated life-reviving tonic

THERAPION No. 3

than by any other known combination. Scarcely, as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored,

THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH,

and a new existence imparted in place of what had so lately seemed worn-out, "used up," and valueless. This wonderful restorative is purely vegetable and innocuous, is agreeable to the taste, is suitable for all constitutions and conditions, in either sex; and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently banished by this never-failing tonic's prompt exercise, which is destined to cast into oblivion everything that had preceded it for this wide-spread and numerous class of human ailments.

THERAPION is sold by the principal Chemists throughout the world. Price in England, 2/9 and 4/6. Purchasers should see that the word "THERAPION" appears on British Government Stamp (in white letters on a red ground), affixed to every package by order of His Majesty's Hon. Commissioners, and without it is a forgery.

Sold by all Chemists. [Q

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1903.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Tremont.....	9,606	T. W. Garlick..	27th Nov.
*Pleiades** ...	3,753	F.G. Purington	20th Dec.
*Lyra**.....	4,417	G. V. Williams	29th Dec.
Shawmut ...	9,606	E. V. Roberts	23rd Jan.
*Hyades**.....	3,753	J. Alwen.....	30th Jan.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 5th November, 1906. [12

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
S.S. "GHAZEE".....24th November.
S.S. "SATSUMA".....11th January.
FOR NEW YORK.
S.S. "ST. PATRICK" .....10th December.

For Freight and further Information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 10th November, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	One Case. Qts.	One Case. Pts.
COGNAC	$21.50	—
"	19.00	—
"	16.00	—
WHISKY, PALL MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO.'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSEN & CO.,
HONGKONG AGENTS.

Hongkong, 16th November, 1906. [43

ACHEE & CO.

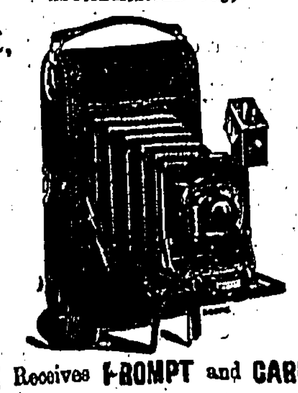
ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



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FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905 [49

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 6.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 $10,250,000 $250,000	$1,712,472	£1,15/- @ Ex. 2/1⅛=$16.47 for first half-year 1906	5⅛ %	$810 London £94.10/-
National Bank of China, Limited.....	99,925	£7	£6	£12,735 $150,000	$74,099	$2 (London 3/6) for 1903	...	$47 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,675,000 $200,000	$233,638	$20 for 1905	6⅔ %	$300
North China Insurance Company, Limited	10,000	£15	£5	£110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	$250	$100	$2,000,000 £40,000 $331,131 $1,153,844 $569,279	$2,792,271	Interim div. of 130 for 1905	4⅓ %	$775 sellers
Yangtsze Insurance Association, Limited	8,000	$100	$60	$800,000 $61,278 $15,527	$508,334	$12 and $3 special dividend for 1904	8⅓ %	$170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $229,488 $2,616	$344,098	$6 for 1904	6⅓ %	$95 buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,220,928	$422,618	$25 for 1904	7⅓ %	$332½ buyers
SHIPPING.								
China and Manila Steamship Company, Limited.....	30,000	$25	$25	$6,000	$6,563	$1½ for 1905	6⅓ %	$23
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 $93,562	Nil.	$2½ for year ended 30.6.06	6⅓ %	$40
Hongkong, Canton & Macao Steamboat Co., Ld. ...	80,000	$15	$15	$250,000 $600,000 $144,386	$5,464	$1 for 1st half-year 1906	7⅓ %	$27½
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	£120,000 £280,958 £3,999	£2,452	10/- @ ex. 2/1 9/16=$1.60	6⅓ %	$74
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	Tls. 40,000	Tls. 23,156	Interim div. of Tls. 2½ Interim div. of Tls. 1½ } a/c 1906	9 % 6⅔ %	Tls. 36 sales Tls. 50½ buyers
Do. (Preference)	100,000							
"Shell" Transport and Trading Company, Limited...	2,000,000	£1	£1	£400,000 £4,144	£107,815	1/- (Coupon No. 6) for 1905	4 %	31/-
"Star" Ferry Company, Limited.....	10,000 10,000	$10 $10	$10 $5	$65,000 $32,957	$218	$1.50 $0.75 } for year ending 31.12.1906.....	4⅔ % 4⅔ %	$25½ buyers $17½ buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls 81,200	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	Tls. 50 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$850,000 $450,000 $86,129	$40,914	Final of $15 making $25 for 1905	7½ %	$145
Luzon Sugar Refining Company, Limited.....	7,000	$100	$100	none	Dr. $132,588	$9 for 1897.....	...	$22
Perak Sugar Cultivation Company, Limited.....	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2½ for year ending 30.9.01	...	Tls. 83 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.....	1,000,000	£1	£1	£110,000 £26,011	£12,546	{Final of 1/- (No. 7) making 2/1 for year ended 28.2.06	7 %	Tls. 9.20 sales
Oriental Consolidated Mining Company, Limited ...	500,000	G $10	G. $10	none	G $909,050	Final of 50 cents making G $1 for 1905 ...	7 %	G. $14
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	1P/10 £1	£4,873	Dr. £8,745	No. 12 of 1/—48 cents	...	$9
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$70,000	$8,915	$2 for 1905	6⅔ %	$22
Hongkong & Kowloon Wharf and Godown Co., Ld...	40,000	$50	$50	$550,000 $65,160 $20,000	$20,040	$2½ for a/c 1906	6⅓ %	188½ buyers
Hongkong and Whampoa Dock Company, Ld.	70,000	$50	$50	$49,500	$392,087	$6 for first half-year ending 30.6.06.....	8 %	$151
New Amoy Dock Company, Limited	10,000	$64	$64	$88,000	$2,221	$1 for 1905	6⅓ %	$16½
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6 ..	7⅓ %	Tls. 107 buyers
Shanghai and Hongkew Wharf Company, Limited ...	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 57,065	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6⅓ %	Tls. 229 sales
Yangtsze Wharf and Godown Company, Limited.. ...	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8⅓ %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 102
Astor House Hotel Company, Limited (Shanghai) ...	10,000	$25	$25	$30,000	$28,418	$3 for year ended 30.6.06.....	10⅔ %	$28½ buyers
Central Stores, Limited	6,000	$15	$15			{$2.40 on $12 for 1905.....	12⅔ %	$18 buyers
Do. (new issue).....	24,000	$15	$15	none	$4,719	7 % on $7½ for 1905	...	$15½ buyers
Do. (Founders').....	123	$15	$12			None	...	$300 buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,975 $19,075	$110,057	$5 for first half-year for 1906	9 %	$112½
Hongkong Land Investment and Agency Co., Ld. ...	10,000	$100	$100	$250 000	$67,839	Interim div. of $3½ account 1906..... ...	6⅔ %	$103 buyers
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 %=10 % for 1905.....	16⅔ %	Tls. 15½ buyers
Hotel Metropole Company, Limited	2,000	$100	$100	none	$4,699	Final of $6 making $10	12½ %	$80 sellers
Humphreys Estate & Finance Company, Limited ...	100,000	$10	$10	$208,386 $50,000	$5,070	80 cents for 1905	7 %	$11½ buyers
Kowloon Land and Building Company, Limited.....	6,000	$50	$30	none	$574	$2½ for 1905.....	6⅔ %	$39
Shanghai Land Investment Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 869,493	Tls. 52,194	Tls. 3 for half-year 1906	5⅔ %	Tls. 96 buyers
Do. do. (new issue).....	26,000	Tls. 50	Tls. 25	Tls. 170,000				Tls. 57½ buyers
West Point Building Company, Limited	12,500	$50	$50	none	$772	Interim div. of $2 account 1906	8 %	$50
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld....	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10⅔ %	Tls. 74 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	$110,000	$21,660	$1½ for the year ending 31.7.06	9⅓ %	$13
International Cotton Manufacturing Company, Ld....	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,212	Tls. 6 for year ended 30.9.06 (8 %)	9⅓ %	Tls. 64 ex div.
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905.....	9⅓ %	Tls. 85 buyers
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7⅓ %	Tls. 325 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	$100	$100	none	$1,066	$7 for 1905	7 %	$101 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£814	£856	1/3 per share for 1905	8⅓ %	$7 sellers
Campbell, Moore & Co., Limited.....	1,200	$10	$10	$9,000	$1,097	$3 for 1905.....	9⅓ %	$32
China-Borneo Company, Limited.....	60,000	$12	$12	none	Nil.	$1 for 1904.....	...	$10
China Flour Mill Co., Limited.....	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905 ...	16⅔ %	Tls. 60 sellers
China Light and Power Company, Limited	50,000	$10	$10	none	$1,219	60 cents for year ended 28.2.06	6 %	$10
China Provident Loan & Mortgage Company, Ld....	100,000	$10	$10	$8,0000	$1,581	80 cents for 1905	8⅓ %	$9½
Dairy Farm Company, Limited	25,000	$7½	$6	$25,000	$2,864	$1.20 for year ending 31.7.1905.....	7 %	$18 buyers
Green Island Cement Company, Limited	200,000	$10	$10	$410,000 $500,000	$52,291	Int. div. of 75 cents for ½-year ended 30.6.06	10⅔ %	$19 sa. & buyers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$20,893	$2½ for year ending 28.2.06	10⅓ %	$24 sellers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,568	{$1.00 65 cents } for 10 months ending 28.2.06 ...	8 %	$15 buyers
Hongkong High-Level Tramways Company, Ld.....	1,250	$100	$100	$50,000	$2,796	1st div. of $20 for 10½ months ending 18.10.05..	10⅔ %	$215
Hongkong Ice Company, Limited	5,000	$25	$25	$80,000	$3,776	Int. div. of $4 for ½-year ended 30.6.06	8 %	$236
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$61,000	$5,813	$9 for 1905 on 5 shares.....	7⅓ %	$22 buyers
Hongkong Steam Waterboat Company, Limited.....	15,000	$10	$10	$2,500	$88	Final of 50 cents making $1 for the year...	13⅓ %	$7½
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	{Third interim div. of Tls. 7½ making Tls. 22½ so far a/c yr. ended 31.10.06...	9⅓ %	Tls. 237½ buyers
Philippine Company, Limited	67,500	$10	$10	none	Dr. P. 34,324	None	...	$5 buyers
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	{Interim dividend of Tls. 3½ account 1906	6⅔ %	Tls. 110 buyers Tls. 106 sellers
Do. do. (new)	8,000	Tls. 50	Tls. 50					
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	12⅓ %	Tls. 49 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000 [Tls. 8,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10⅔ %	Tls. 132½ sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5⅓ %	Tls. 90 buyers
Shanghai Waterworks Company, Limited.....	8,175 7,200	£20 £20	£20 £15	Tls. 190,000	Tls. 85,592	{Interim div. of 15/- for ½-year 1906 ..... {Interim div. of 5/- for ½-year 1906	... ...	Tls. 350 sellers Tls. 290 sales
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $41,934	None	...	$22 buyers
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$1,134	50 cents for year ended 31.5.05.....	8⅓ %	$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7⅓ %	Tls. 105 sellers
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$25,000	$752	{70 cents $9.90 } for year ended 31.5.1906	8⅓ % 6⅔ %	$9 $150
Do. (Founders')	100	$10,	$10					
Watson, (A. S.) & Co., Limited.....	90,000	$10	$10	$300,000 $25,000	$7,734	Final of 50 cents making 11, for 1905	8 %	$12½
William Powell, Limited	25,000	$10	$10	$4,500	Tls182	{Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	$8

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